JUNE, 1940

The Signalman's Journal

Cab Signal Territory, P.R.R.
See Article on Page 177.

Official Publication Brotherhood of Railroad Signalmen of America

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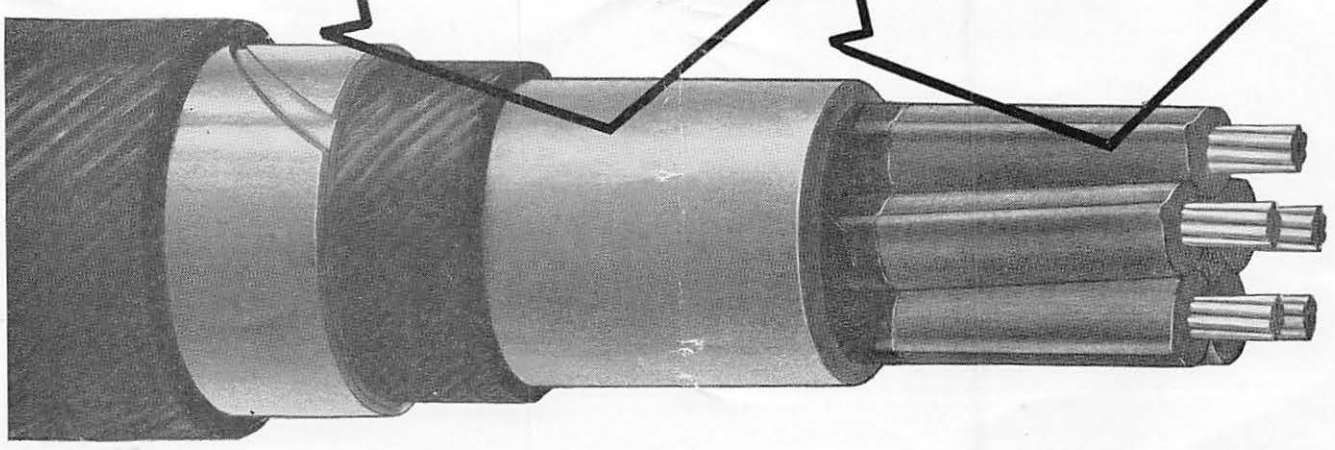

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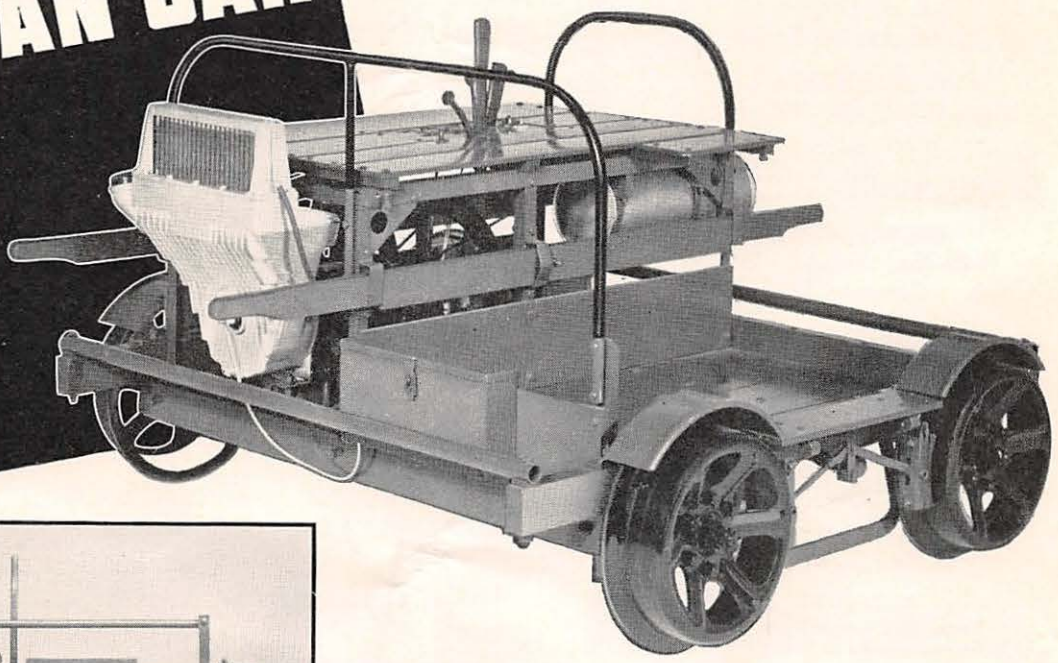

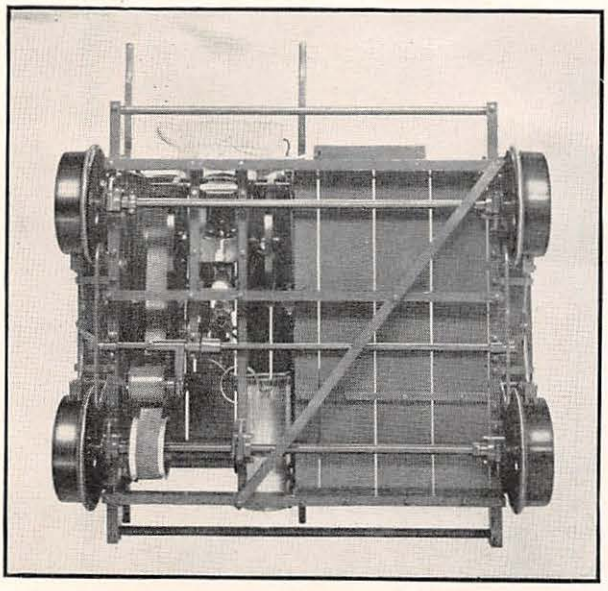

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THE SIGNALMAN'S JOURNAL

Official Publication of The Brotherhood of Railroad Signalmen of America

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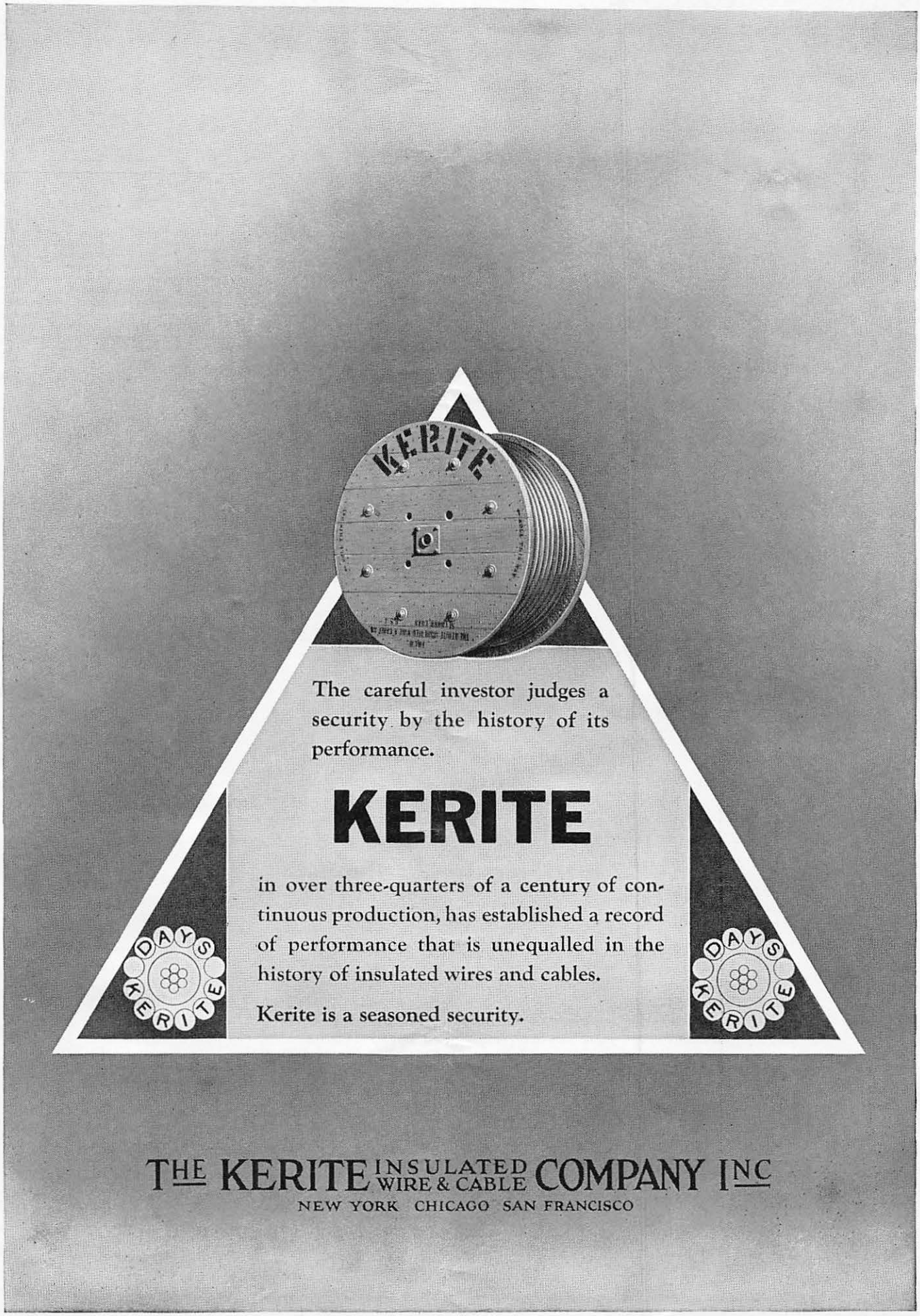
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Continuous Cab Signal System

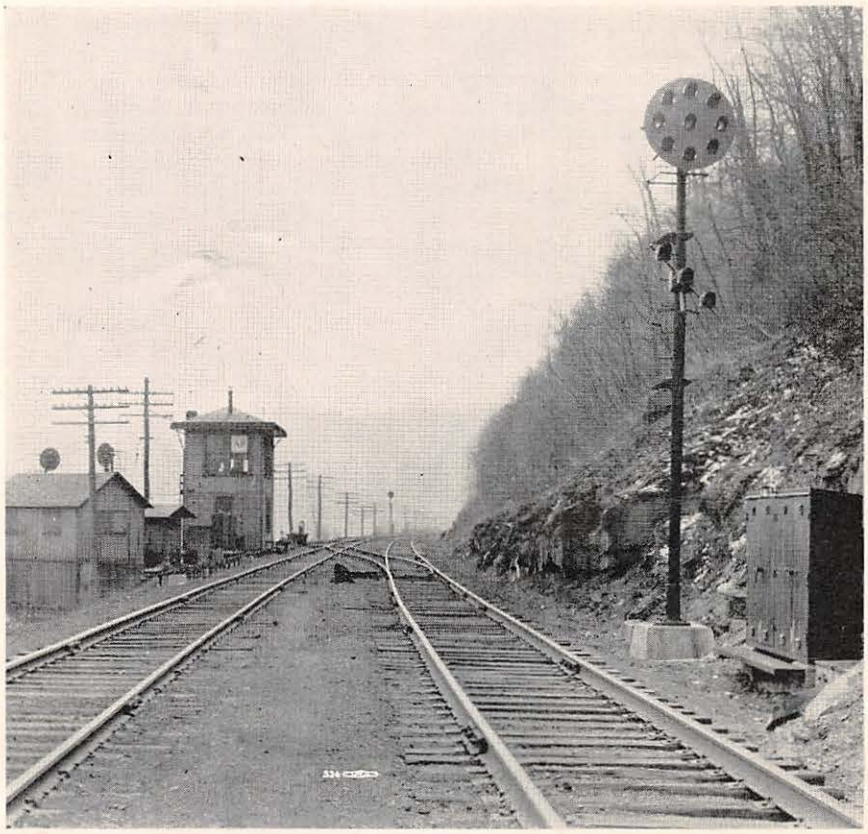
Without Line Wires and Not Affected by Power Interruptions

By W. W. SEITZ
Circuit Engineer, Pennsylvania Railroad

ON ITS Conemaugh Division the Pennsylvania Railroad Company, in order to provide the maximum of safety in operation and expedite train movements, completed and placed in operation, February 12, 1940, an automatic cab signal system without fixed signals except at interlocking plants where fixed signals are used to control movements through the plants.

This cab signal system has been installed on 49.9 miles of double track between Kiskiminetas Junction, near Freeport, Pa., and Conpitt Junction, near Johnstown, Pa. This route is a by-pass for the diversion of freight trains around the congested Pittsburgh area and follows the river grade of the Kiskiminetas and Conemaugh Rivers. Extremely foggy territory coupled with curves suggested this line as a desirable location for this newly designed continuous cab signal system.

The new system is the first constructed where continuity of service is not dependent upon commercial power supply. It will continue to function satisfactorily from battery reserve over reasonably long periods of time when the normal a-c. commercial power supply has been interrupted. Control of the cab signal system is effected through the rails exclusively, independent of line wires, and will continue to give service through heavy storms, sleet, or snow.



Westward home signal at AP interlocking.

Coded Track Circuits D.C.-A.C.

The system uses coded d-c. track circuits for operation of wayside equipment, storage battery for operation of normal track circuit, and primary battery for operation of approach track circuit. Standard code frequencies of 75, 120, and 180 are employed for control of approach, approach restricting, and clear indications respectively.

During the off period of the normal d-c. code frequency, an approach d-c. code is transmitted in the reverse direction through the track circuit in order to control approach energization of tuned alternators which furnish 100 cycle a-c. energy to the track when occupied. This 100 cycle a-c. energy is used to control the cab signal indications.

The coded d-c. track circuit possesses a better shunting characteristic than the non-coded continuously energized d-c. track circuit inasmuch as the energy is cut off from the code following track relay during the off period of the code, and the voltage across the coils of the relay is reduced to zero; thus the pick-up of the relay rather than the release value determines its shunting sensitivity. The d-c. coded track circuit provides maximum protection against foreign current regardless of its length, due to alternatingly energized and de-energized intervals which are necessary to detect track non-occupancy. On the other hand, non-coded continuously energized d-c. track circuit, in case of foreign current, must be reduced in length or some costly arrangement of circuits provided in order to secure any degree of protection.

Defective insulated joint protection is assured by staggering polarity of adjacent track circuits. It is effective because the code following track relay is a polar biased relay which will respond to track circuit energy of one polarity only.

A 12-volt storage battery, housed in an insulated battery box, for maximum capacity output is used to furnish energy for operation of code transmitters, code following repeating relays and tuned alternators. D-c. energy furnished to tuned alternators is transformed by the alternators into d-c. undulating current fed to primary winding of output transformer, from which energy is transferred to secondary winding which supplies the 100-cycle alternating current to be modulated in accordance with track conditions ahead. Modulated 100-cycle a-c. energy is fed to the track, to be picked up by the receiver bar attached to the locomotive, for the

control of cab signal indications.

Coded d-c. track circuits of the type used in this system are satisfactorily operated up to 6,000 ft. in length, and provide excellent shunting sensitivity and broken rail protection. However, the limit of 6,000 ft. in length is due primarily to secure broken rail protection in case of the 100-cycle a-c. energy necessary for operation of cab signal indications, rather than to the d-c. coded track circuits, which, with minor changes, are satisfactorily operated on portions of the Pennsylvania Railroad up to 12,000 ft.

Power Supply

The a-c. floating storage battery system of power supply, except primary battery used to power the approach track circuit, is utilized in this installation. The line feed is 440-volt, 60-cycle, commercial power supply, which furnishes energy to a line transformer. This transformer has four secondaries. Two of the secondaries are used to energize two track battery rectifiers, which are used to trickle charge the normal track batteries. A third secondary of the line transformer is used to energize a line rectifier which is used to trickle charge the 12-volt battery which furnishes energy for the 100-cycle a-c. supply and the 12-volt instruments. The fourth secondary of the line transformer, a lighting secondary, is for a normally lighted power-off indicator lamp mounted on relay case. At its particular location this lamp provides an indication of a normal a-c. 60-cycle commercial power interruption.

The wire connections between the rectifiers and batteries are arranged to provide the maximum voltage regulation and lightning protection to the rectifiers. The rectifiers are floated across the batteries, rather than the batteries across the rectifiers.

The circuits were designed and drawn in the office of the Superintendent of Telegraph & Signals, Central Region, Pennsylvania Railroad, Pittsburgh, Pa. Construction work was performed by the Pennsylvania Railroad signal forces under the supervision of the Supervisor Telegraph & Signals, Conemaugh Division. The construction work was started September 14, 1939, and completed for test February 7, 1940. The tests were completed and the cab signal system placed in service February 12, 1940.

Scheme of Operation

The basic arrangement is for approximately 12,000-ft. to 18,000-ft. blocks, divided into three track circuits. The end of the block is the control point where the track circuit codes originate, the two cut sections serving to relay these codes through the block.

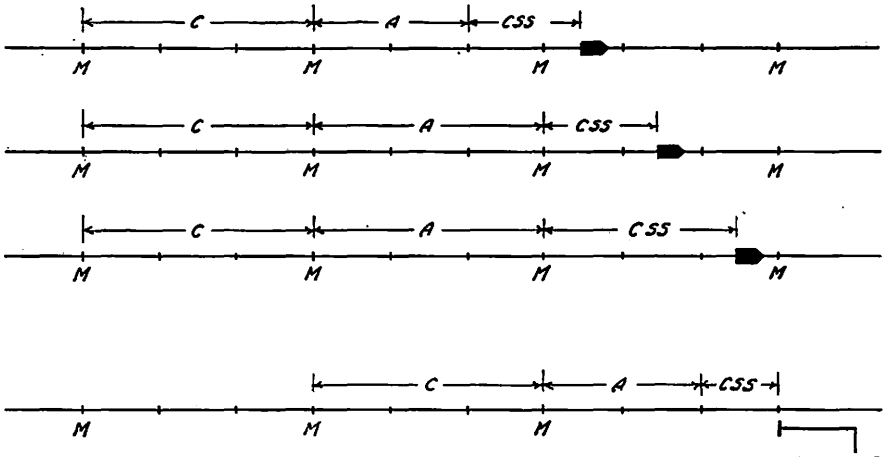


Fig. A. Explanation of symbols: CSS—Caution slow speed indication; no cab signal energy. A—Approach indication; 75 coded cab signal energy. C—Clear indication; 180 coded cab signal energy. M—End of block or control location.

The accompanying sketches (Fig. A) serve to show the cab signal indications which are received by a following train as one train proceeds through the block. The fourth sketch (Fig. A) serves to show cab signal indications train receives approaching a home interlocking fixed signal in stop position.

Summary Circuit Description

The ordinary coded track circuit operating from storage or primary battery comprises a code following track relay located at the entering end of the circuit, a coding device located at the leaving end of the circuit and a track battery from which current flows from the leaving end to the entering end during each "on" interval of the code. This may be termed the "normal" coded track circuit.

During each "off" interval of the "normal" code no current flows in the track circuit and the track rails may then be used as conductors for coded current flowing in the opposite direction; that is, from the entering to the leaving end of the circuit. Under these circumstances, a code following track relay must be located at the leaving end of the track circuit, a coding device must be located at the entering end of the circuit, and battery current will flow from the entering end to the leaving end of the circuit and operate the track relay located at that point. This may be termed the "reverse" coded track circuit.

By proper organization of automatic equipment at the entering and leaving ends of the track circuit, the "on" intervals of "reverse" code can be introduced during the "off" intervals of "normal" code so that both normal and reverse track circuits are in simultaneous operation.

Since the track circuit operation just described provides for simultaneous control in both directions and uses the track rails as conductors, such an arrangement can be used for the ordinary coded track circuit control in one direction, and for the approach lighting of the fixed signals in the other direction, and both controls are accomplished without line wires.

Having thus obtained "approach" control without line wires by the use of "reverse" coded track circuit, it can be arranged so that the track circuit normally takes power from a storage or primary battery, but when the track circuit is occupied the "approach" control will apply a-c. cab signaling energy to the track rails at the leaving end of the track circuit. Thus a-c. energy can be obtained either from the 100-cycle transmission line paralleling the railroad or from a local a-c. generator located at the leaving end of each track circuit. In the latter case the local generator would take energy from a suitable storage or primary battery also located at the end of each track circuit. With such an arrangement power for cab signaling would be taken from the storage or primary battery only while the train occupied the track circuit.

As a local a-c. generator, the tuned alternator is a very efficient device for generating the required

amount of 100-cycle energy from a 12-volt battery. The tuned alternator can be quickly started by the "approach" control circuit just described, and the frequency of its output will be held within close limits.

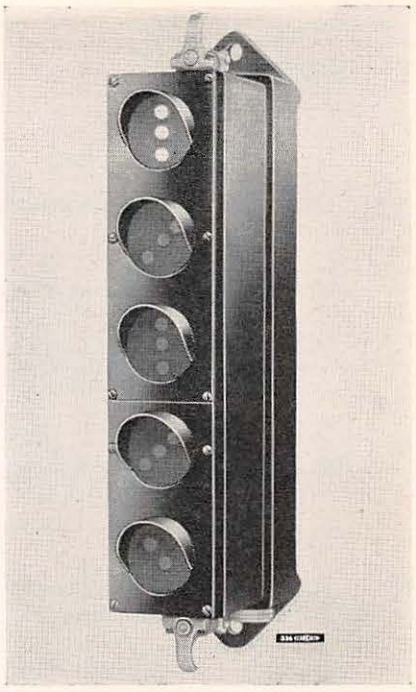
In order to keep the power requirements at a minimum the tuned alternator circuit is opened as soon as train enters track section beyond the feed end of the circuit.

Detail Circuit Description

In the control location drawing relay 1CTM directly controls the track circuit energy fed to track circuit A1T. Relay 1CTM is a neutral d-c. code following line relay, which is coded in accordance with track conditions ahead. It is controlled over a contact of relay 1HR so that when relay 1HR is energized, relay 1CTM is controlled over a coding contact of code transmitter 180CT, but when relay 1HR is de-energized, it is controlled over a coding contact of code transmitter 75CT. Code transmitter 75CT and 180CT are d-c. coding units which are directly connected to battery.

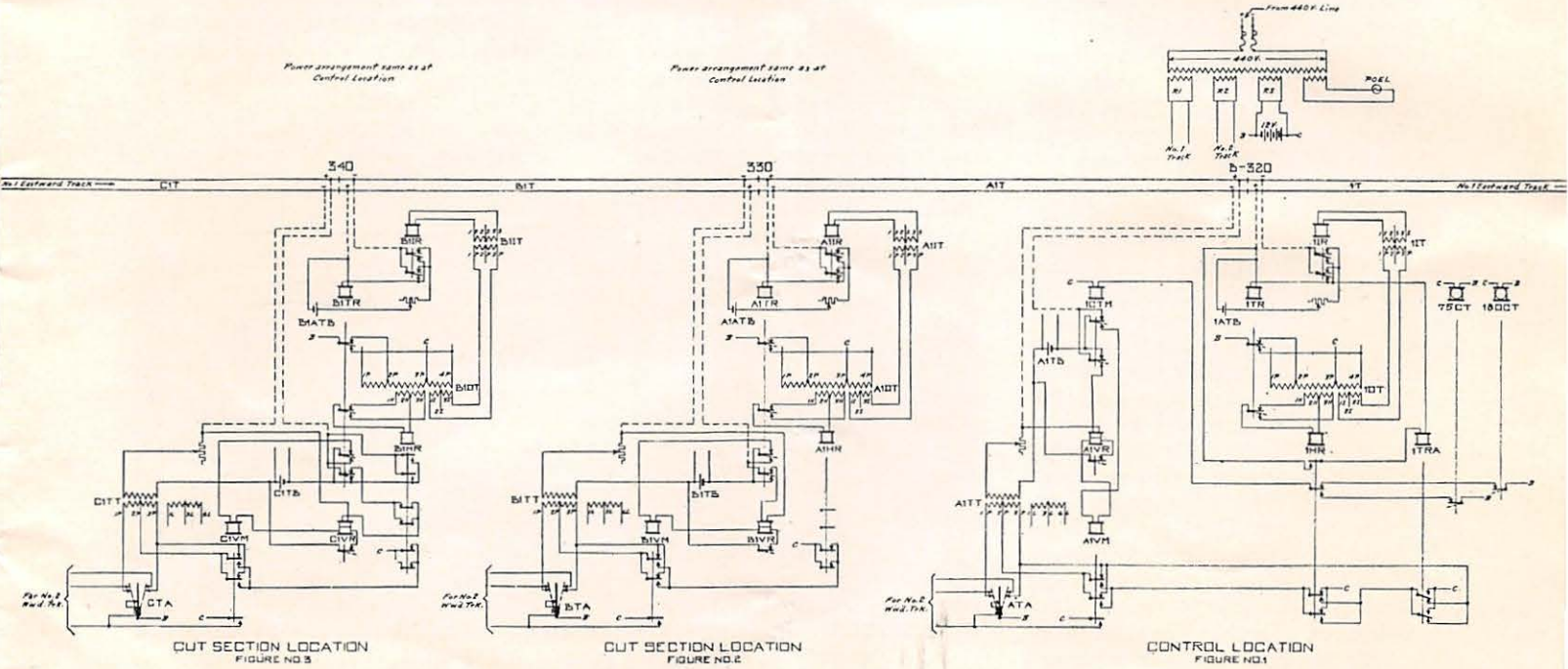
When relay 1CTM is energized, track positive battery A1TB is connected to rails over front contacts of relay 1CTM and negative battery A1TB is connected to the rails through secondary winding of transformer A1TT. This track circuit energy flows through track circuit A1T over back contacts of impulse relay A1IR to the winding of code following track relay A1TR causing the energization of that relay. During the off period of the code, when relay 1CTM is de-energized, this battery energy is disconnected from the track circuit causing relay A1TR to be de-energized.

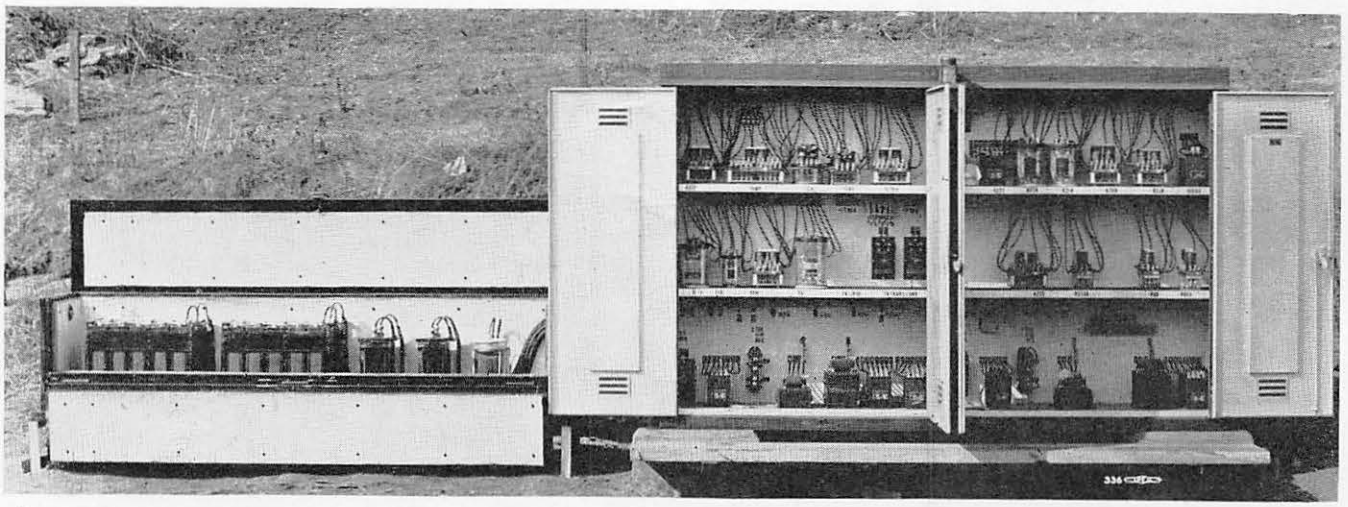
When relay A1TR is energized, battery flows over a front contact of that relay to terminal 2P of the primary of decoding transformer A1DT and thence through one-half of the primary winding of that transformer to common, the common connection being made at the center point 3P of the primary winding terminal. When relay A1TR is de-energized, battery flows through a back contact of that relay to terminal 4P of the primary winding of decoding transformer A1DT and thence in the opposite direction through the primary to common terminal 3P. When relay A1TR is following coded track energy, the battery energy flowing in the primary winding of decoding transformer A1DT is being constantly reversed. Each time the relay operates from one position to the other the reversal of flow of current in the primary winding of the decoding transformer reverses the flux in the core of that transformer. The voltage induced in the secondary windings H&I of that transformer is a low frequency alternating current. When track relay A1TR is responding to 180 code, the frequency of this induced voltage in the secondary winding of the decoding transformer A1DT is three cycles per second, and when track relay A1TR is responding to 75 code the frequency of this induced voltage is



Cab signal unit.

1¼ cycles per second. The secondary winding I of decoding transformer A1DT is connected to primary winding P of impulse transformer A1IT, the secondary winding of which is connected to the winding of impulse relay A1IR which is a polar biased code following relay. In being a polar biased relay it will respond to the flow of current in one direction only. When track relay A1TR is energized the voltage induced in secondary winding I of the decoding transformer A1DT is of such a polarity to cause the armature of relay A1IR to press





Insulated boxes house the storage and primary batteries.

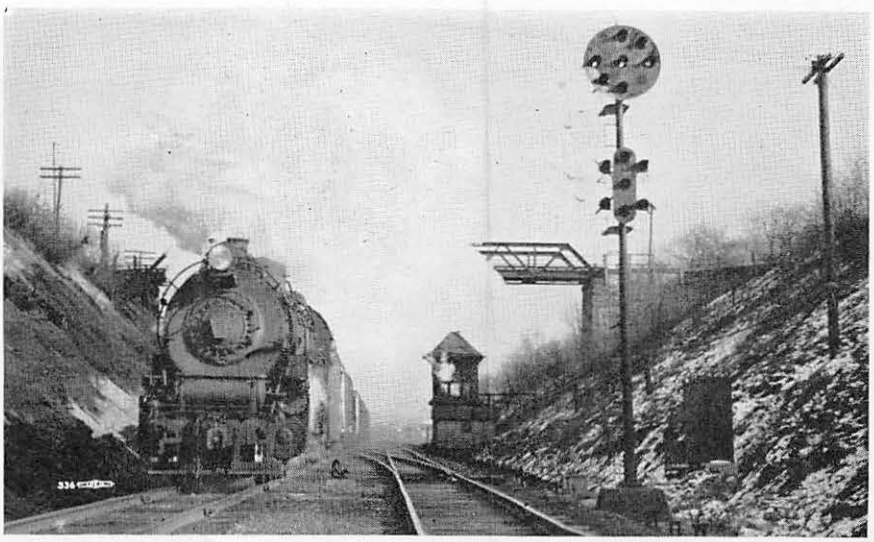
against the back stop. When relay A1TR is de-energized, however, the voltage induced in the secondary winding I of the decoding transformer is of such a polarity as will energize relay A1IR. The amount of energy induced by the reversal of flux in the decoding transformer during each off period of the code cycle will cause relay A1IR to be energized for only a short period, this period being shorter than the off period of the 180 code. The function of the small impulse transformer A1IT, connected between decoding transformer A1DT and impulse relay A1IR, is to secure the desired operation of impulse relay.

Each time relay 1CTM is de-energized, cutting off normal coded battery energy to track circuit A1T, relay A1TR is de-energized which very quickly causes energization of relay A1IR as previously described. The energization of relay A1IR connects battery A1ATB over front contacts of that relay to the entrance end of track circuit A1T. This battery energy flows in the reverse direction through track circuit over back contact of relay 1CTM to the winding of the code following approach relay A1VR, causing the energization of this relay. Since approach relay A1VR receives energy from approach battery A1ATB only during the short period that relay A1IR is energized, a stick winding has been provided to prolong the energized position of this relay. Circuit for the control of this stick winding also serves as control circuit for approach repeater relay A1VM. The circuit is from the positive side of track battery A1TB, over a back contact of code following relay 1CTM, through the winding of approach repeater relay A1VM, through the stick winding, and over a front contact of relay A1VR to negative side of track battery A1TB. Relay A1VM will be retained in the energized position as long as A1VR is receiving reverse code.

Track relay 1TR is a code following relay which, when following code, causes alternate reversals of flux in decoding transformer 1DT. The current generated in secondary H of the decoding transformer is mechanically rectified by means of a contact on the track relay so that code detecting relay 1HR is energized by uni-directional current as long as track relay 1TR is following code. The other secondary I of decoding transformer 1DT controls reverse coding relay 1IR through impulse transformer 1IT in the same manner as has been previously described.

The 1TRA relay is a neutral relay connected in multiple with the track relay 1TR through a back contact of the 1HR relay. The function of the 1TRA relay is to detect steady d-c. energy in the track circuit in advance of the control location and provides the means for controlling the caution slow speed indication approaching the control location with track circuit in advance occupied.

A train entering track circuit A1T at Fig. 2 will de-energize relay A1VR which will in turn de-energize relay A1VM. This will close the circuit for operating the tuned alternator ATA and for energizing the primary of the tuned alternator output track transformer A1TT for applying cab signal energy to track circuit A1T. However, the circuit for the control of the tuned alternator output track transformer will be closed only if the 1HR relay is energized, or if it is de-energized then the 1TRA relay must be energized. The 1HR is energized if the block is unoccupied and the 1TRA relay is energized only if a train is in the block but is clear of



Eastward home signal at Blairsville.

the first track circuit in advance of the control location.

A train entering track section C1T from the left will de-energize code following approach relay C1VR, which in turn will de-energize approach repeater C1VM. Relay C1VM de-energized will close the control circuit for the tuned alternator CTA and will close the control circuit for the tuned alternator output track transformer CITT provided relay B1HR is energized. Relay B1HR is energized as long as track sections B1T and A1T are unoccupied. The operation of the tuned alternator produces 100-cycle energy in transformer C1TT, which in turn supplies alternating current cab signal energy of 100-cycle frequency over back contacts of track relay B1TR to track circuit C1T.

When train enters track circuit B1T, it shunts track relay B1TR and cuts off approach energy in that track circuit causing de-energization of relay B1VM in exactly the same manner as in track circuit C1T. Track relay B1TR de-energized puts steady energy into decoding transformer B1DT, thus causing the de-energization of relay B1HR which in turn opens the control of the tuned alternator output track transformer C1TT with both the B1TR and B1HR relays de-energized. Steady d-c. energy will be fed over back contacts of these relays in multiple to track circuit C1T, so that when train has cleared track section C1T the TRA relay at the control location in the rear will become energized.

When train enters track section A1T, it shunts track relay A1TR and causes the de-energization of relay A1VM in the same manner as previously described. Also relay A1HR becomes de-energized and opens the control of the tuned alternator output track transformer. With the track relay A1TR de-energized, steady d-c. energy will be fed to track circuit B1T so that when the train has cleared that track circuit this steady energy energizes track relay B1TR. However, relay B1HR will not become energized; therefore, steady energy will continue to be fed to track circuit C1T over two back contacts of this relay in multiple, thus keeping the TRA relay at the control location energized.

Where highway crossings at grade are involved this coded track circuit system may be readily adapted for the control of highway crossing signals.

Test Sets Made in S. P. Shop

By C. E. POWELSON
Lodge 92, Southern Pacific

A TESTING set for shop use and a portable set for field work were designed and made by the writer, while employed in the Southern Pacific signal rapair shop at San Jose, Calif. The testing panel on the shop set is assembled between two cabinets, each containing four small drawers which provide handy storing space for the tools and parts that are needed during testing work. The drawers on the left of the panel, counting from the top, contain: No. 1, various types of connecting leads; No. 2, relay tags, pen and ink, and other small items; No. 3, sandpaper and crocus cloth for cleaning and polishing; No. 4, Model 280 voltammeter which is wired through the rear of the drawer to the testing panel.

On the right-hand side of the panel, also beginning with the top, the drawers are used for: No. 1, all sizes of nuts and washers needed for the instruments handled at the set; No. 2, contacts, points and similar parts; No. 3 and No. 4, taps, dies, wrenches and all small tools used in adjusting and testing relays. This set is so arranged that a man can tear down a relay, reassemble it and make complete tests without leaving his bench.

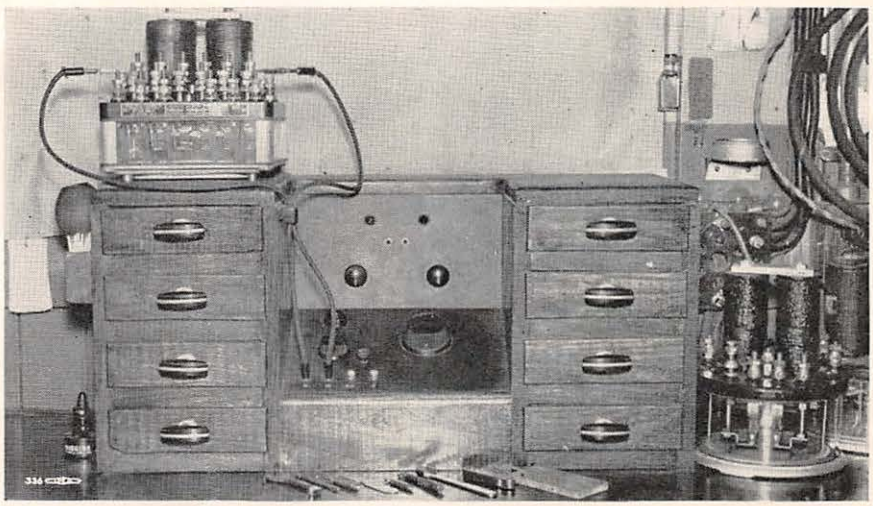
Direct current is controlled through a selector switch, a pole-changer switch and then through a snap switch to the apparatus to be tested. The controller for the selector switch is at the right-hand side of the vertical part of the panel. When the accompanying photograph was taken, the power was off and the arrow in the vertical position points to zero. At points clock-wise from zero are the numbers 2, 8 and 12, indicating the voltage selections. To the left of this controller is a similar knob which controls a variable resistor for connecting voltage when searchlight type signal relays and light units are being tested. At the center of

Field testing set.

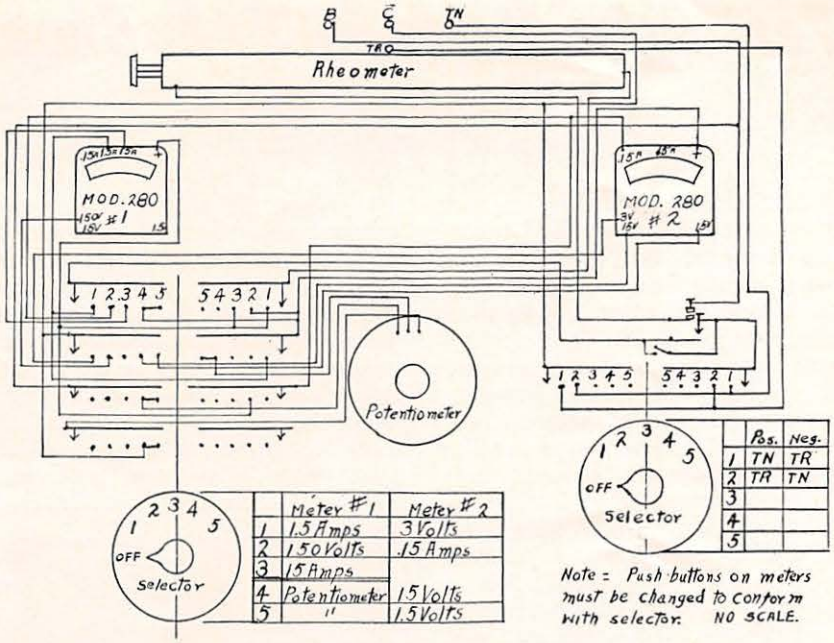
the panel above the knobs are two lights—one red and the other green. These lights are controlled through the testing circuit so that a red light appears when the circuit is open, and a green light appears when the circuit is closed. These lights are particularly useful when flasher relays are being tested. Two potentiometers are provided in the lower part of the panel.

Portable Field Set

The set for testing work in the



Instrument panel between cabinets.



Circuit of portable set.

field is assembled in a case made of ½-in. oak which is finished with furniture polish. Two Model 280 Weston voltammeters are mounted on the Bakelite panel. Underneath the meters is a rheometer, opposite which, in the left-hand end of the case, is a sliding panel that opens so as to screw the knob in the rheometer; the knob is kept in the lid with a spring clip. A potentiometer is located in the center of the panel. In the lower right-hand corner is a selector switch with pole changing features for testing polar relays.

A selector in the lower left-hand corner selects the various scales on the two meters. For testing Model 2 switch indication magnets in a G. R. S. Co. plant, the pointer is set at No. 1; this connects the 1.5-amp. scale on the No. 1 meter and the 3-volt scale on No. 2 meter. By setting the pointer at No. 2, meter No. 1 is connected for the 150-volt scale and No. 2 for the .15-amp. scale; this selection is used for testing magnets that have a high voltage indication. With the pointer at No. 3, meter No. 1 is connected for the 15-amp. scale, this selection being used for testing motors in operation, blowing down polar relays and other similar tests. Points 4 and 5 on this selector are used for connecting meter No. 2 with the potentiometer. A push button near the lower right-hand corner of the panel provides a means of opening the circuit during a test.

Contributions Solicited

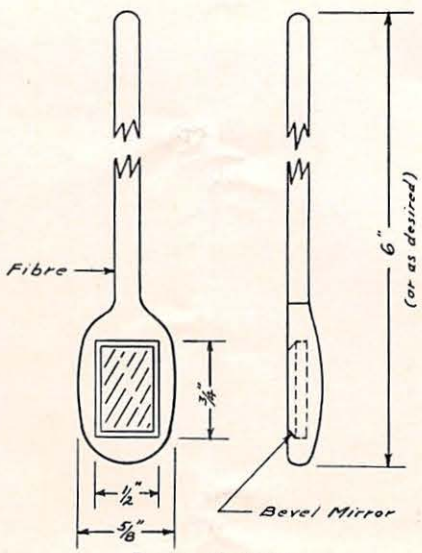
Readers are invited to contribute articles similar to the adjoining ones by C. E. Powelson and W. F. Mowery. These items are paid for at the rate of $3 per column.

Mirror as an Aid in Making Inspections

By W. F. Mowery

Lodge 38, N. Y. C.

✦ A DEVICE for inspecting underside and seating of pole changer contacts on General Railway Signal Company switch machines is easily made from a piece of fibre insulation and a piece of broken mirror.



Design of mirror.

Grind the mirror on fine emery wheel to dimensions of ½ in. by ¾ in. and bevel it from front to rear on all four sides. Cut the piece of fibre with hack saw about 6 in. long and ⅝ in. wide and spoon shape it on emery wheel. Hollow out spoon end to fit mirror flush into fibre. This can be done very well with small wood chisel. Fit mirror into hollowed fibre and fill around bevel of mirror with putty or any sealing compound. This makes a non-conductor, easily carried, safe tool that allows of quick inspection of out of sight parts.

"Streamlined" Climbers

✦ USING a new design which eliminates the use of any unnecessary metal without any sacrifice of the safety factor, Mathias Klein & Sons, 3200 Belmont Avenue, Chicago, Ill., announces a new "streamlined" linemen's light weight climber. The new climber (No. 1939) is

New Klein climber.

forged from special bar steel, heat treated for maximum toughness and strength. Tests prove it as reliable as the previous models which were 50% heavier.

The new model is equipped with a special ankle strap ring which permits easy removal of an old strap and attachment of a new one. The ring makes the crossing of the straps unnecessary and, hence, increases comfort of the user. Gaffs are individually tempered. The shanks and gaffs are individually tested before shipment. They are furnished with or without straps attached.

Stock sizes are: 15, 15½, 16, 16½, 17, 17½, and 18 inches, measured from instep to end of shank. Other sizes are furnished on order.

Edison Monograph

✦ A NEW edition of the educational monograph on the nickel-iron-alkaline storage battery, published originally in 1916 as an aid to instruction in science and engineering schools, has been published by Thomas A. Edison, Inc. The first edition dealt primarily with

the theory of the cell and the methods of construction. Although subsequent revisions have kept it up-to-date, it never dealt more than briefly with the practical, industrial applications of storage batteries.

The new edition discusses the industrial applications of the nickel-iron-alkaline battery and the practical value of its operating characteristics. The presentation of the manufacture of the cell has been completely revised, photographs by Robert Yarnall Richie largely taking the place of the descriptive text of earlier editions.

One feature consists of a series of suggested laboratory experiments by which the student may familiarize himself with many of the principal practical operating advantages of the nickel-iron-alkaline cell. A number of experiments also are suggested for the purpose of showing the student the relative advantages and limitations of various methods of battery charging, including constant current, constant potential and modified constant potential.

The distribution of the Monograph, as in the past, is expected to be primarily among educational institutions although commercial users of storage batteries who have use for an elementary text-book on the nickel-iron-alkaline cell will be supplied on request to any of the company's district offices.

Equipment Orders

The St. Louis-San Francisco Railway has placed an order with the Union Switch & Signal Co. for automatic block signaling materials to be installed on 20 miles of single track line between Preston, Okla., and Henryetta, Okla., involving 25 Style S semaphore ground signals, with relays, switch circuit controllers, etc., as well as another order also with the U. S. & S. Co. covering the materials to install an all electric interlocking plant at a double track junction with two single track lines at Sapulpa, Okla. This interlocking layout involves four low voltage electric switch movements with necessary signals, relays, etc., the functions to be controlled by a Style B-30 machine located in the operator's room at the nearby passenger station. The field installation involved in all of this work will be carried out by the railway company's signal construction forces.

Pennsylvania C. T. C. Approved

THE Interstate Commerce Commission has granted a petition of the Pennsylvania Railroad for approval of installation of centralized traffic control system between Macksville, Ind., and Casey, Ill., and modification of automatic block signal system between Knightsville, Ind., and Casey, Ill.

The line on which the changes are proposed is part of the St. Louis Division. Between Casey, Ill., and Macksville, Ind., a distance of 32.9 miles, this line is single track; extending eastward to Harmony, Ind., a distance of 22.1 miles, it is double track, all equipped with an automatic block signal system. Between Knightsville and Casey that system would be modified. One block station at Knightsville, Ind., one at Prairie, Ind., two at Terre Haute, Ind., and one each at Macksville, Ind., Farrington and Casey, Ill., would be closed. The interlockings at those stations and at Harmony, Ind., together with certain switches at six points now hand-operated, would be remotely controlled through a centralized traffic control system machine.

There is an average of 19 passenger trains and 18 freight trains operated over the territory daily and speeds of 70 m.p.h. for passenger and 60 m.p.h. for freight trains are authorized.

Machine at Terre Haute

A 61-lever C. T. C. machine for the entire territory involved is to be located in the dispatcher's office at Terre Haute. This machine will be operated on the two-wire time code scheme and handled by one individual who will have control of the system and direct the traffic over the line.

The closing of the block stations would result in change or loss of employment to 21 operators, and the changes were opposed by representatives of the Order of Railroad Telegraphers and State representatives of four train service organizations. At the hearing on this application conducted by the I. C. C. representatives of the employees attempted by cross-examination to ascertain whether any steps had been taken by the Pennsylvania to make provision for the employees who would be displaced from their present positions. This was objected to by counsel for the Pennsylvania and objection was sustained. On brief and oral argument the employee representatives urged that "public interest" requires that the Commission consider the effect upon employment of changes such as proposed in this case and pointed out that the term "public interest" is used in Section 26 of the Interstate Commerce Act. (This section is commonly referred to as the Signal Inspection Act.)

In support of their position representatives of the employees cited a court decision, where the question raised was "whether the Interstate Commerce Commission in approving and authorizing a lease of railroad by one railroad company to another under Section 5 (4) of the Interstate Commerce Act, as amended . . . has authority to prescribe as a condition of its order, that certain employees of the lessor shall receive partial compensation for the loss which they may suffer, by reason of their discharge or transfer as a result of the lease."

Views of Commission

In its report the Commission points out that the subject matter of Section 5 (4) (b) relates to leases, mergers, consolidations, and all the provisions of Section 26 relate to the safety of employees and the traveling public in connection with the operation of trains. This case is discussed in the report further as follows:

"The first portion of Section 26(b) permits the Commission to order certain installations of signal systems, etc., if after investigation such installations are found necessary in the "public interest." Provision is later made in paragraph (b) that such systems may not be discontinued or materially modified by carriers without the approval of the Commission. In this section and paragraph, therefore, provision for two separate and distinct types of proceedings applicable to two different situations are made. In the first, provision is made for a type of situation where the carrier has taken no steps towards the installation of signal devices and the Commission concludes after investigation that such installations are necessary in the public interest, while in the second situation, such as is present here, the carrier itself desires to make some change in signal installations and by the proviso clause the carrier must secure the

approval of the Commission in order to make such change. In such a situation the Commission is given power to exercise a veto over changes or modification proposed by a carrier in signal devices already installed. No mention is made of "public interest" and there is no language which gives the Commission power to attach any conditions whatsoever to its approval of the proposed change. It is pointed out that the statutory basis of the power to be exercised by the Commission in a proceeding such as here involved differs sharply from that presented in proceedings under Section 5(4) (b).

"There can be no question that the purpose of the enactment of Section 26(b) was to promote safety and in disposing of cases under this section the Commission has confined itself to that matter."

C. M. St. P. & P. Changes Approved by I. C. C.

✦ THE Interstate Commerce Commission has granted a petition of the Chicago, Milwaukee, St. Paul & Pacific for approval of proposed installation of automatic interlocking with smash boards, in lieu of mechanical interlocking with derails on both lines at crossing of C. M. St. P. & P. with Minneapolis and St. Louis Railroad at Norwood, Minn.

The single track main line of the Milwaukee extending eastward and westward at Norwood is crossed at approximately right angles by the single track main line of the Minneapolis and St. Louis. The interlocking, which is controlled by a 32-lever frame, includes split-point derails on each main line and a Hayes derail on a house track. The Milwaukee in this territory is equipped with automatic-block signals. On the M. & St. L. there are no block signals except a manual system for use under adverse weather conditions.

The present plant was installed in 1911, has been modified several times, and the Commission found that it "is not in first-class condition." The report of the Commission states further: "While safe for present operating conditions it would require a considerable expenditure, labor and material to renew the worn parts and place it in condition to meet present requirements of the rules, standards and instructions as promulgated by the Commission. . . ."

The changes were opposed by representatives of the Order of Railroad Telegraphers, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen, and the Village of Norwood and its Commercial Club. These groups objected particularly to the removal of derails, contending that the removal of present equipment in charge of a towerman and substitution therefor a crossing entirely dependent for protection upon signal indications would reduce safety.

Applications for Use of Detector Bars

✦ TWO recent orders of the Interstate Commerce Commission approve applications for the use of detector bars at certain points and set forth "rules, standards and instructions" for their installation and maintenance. The applications read as follows:

"**C. C. C. & St. L.** Modification of Secs. 305 and 310 of Rules, Standards and Instructions as applied to interlocking at crossing with B. & O. R. R. at Greenville, Ohio, on the Ohio Division, so as not to require track circuits and electric switch locking in this plant in lieu of detector bars now in service, account insufficient traffic through this plant to insure reliable shunting of track circuits.

"**New York Central.** Modification of Secs. 55, 305 and 310 of the Rules, Standards and Instructions, as applied to CD interlocking at crossing of the New York Central and the Lehigh Valley Railroads at Canastota, N.Y., on the Mohawk Division, so as not to require additional track circuits or electric switch locking in this plant, in lieu of detector bars now in service."

Traffic through the plant at Canastota on the N.Y.C. consists of only two trains per day. In each of the orders, the following requirements are made:

"Detector bars shall be tested quarterly to insure that they are in proper operative condition. Bars shall not be used on rail larger than 100 lb. per yard. Top of detector bars shall be within ¼ in. of top of rails when levers are in full normal or reverse position. Rail clips and motion plates shall be kept tight, rollers working freely, parts free from dirt and lubricated. Bars shall be adjusted so that when levers are on center the motion plates are on center. Bars shall be straight without kinks, and shall lie evenly along the rail. Gauge of track shall not be more than ¼ in. in excess of standard gauge along the full length of bars. Battered rail shall be trimmed to prevent interference with operation of bars."

Proposed Signal Changes Filed With I. C. C.

Union Pacific (Amended Application). Modification of automatic block signal system between Granger, Wyo., and Dingle, Ida., a distance of 108 miles, on the Idaho Division, involving installation of 2 1-arm distant signals, 2 color light dwarf signals, and distant arms on 31 1-arm home signals, removal of 6 home and distant signals, 3 1-arm home signals and 2 1-arm distant signals, relocation of 31 1-arm home signals and 31 1-arm distant signals, changing 1-arm bracket post home signal to ground signal, and changing controls of signals, to provide adequate stopping distances.

Alton Railroad. Installation of all-electric relay interlocking without main track derails at junction of C. C. C. & St. L. Ry., at Wann, Ill., on the Eastern Division, in lieu of mechanical interlocking, on account of mechanical plant destroyed by fire.

St. Louis-San Francisco. Modification of automatic block signal system and installation of electric interlocking at junction of Oklahoma and Creek Subdivisions at Sapulpa, Okla., on the Southwestern Division, involving installation of power-operated crossovers in lieu of hand-operated crossovers, and changing automatic signals to home signals, all to be controlled from machine located in depot, to improve train operation and increased safety.

Kansas City Southern. Installation of electric interlocking at drawbridge over the Neches River at Beaumont, Texas, on the Southern Division, in lieu of mechanical interlocking, on account of reconstruction of new drawbridge over Neches River.

Texas and New Orleans. Modification of automatic block signal system and installation of interlocking east of Baldwin, La., on the Lafayette Division, involving relocation of automatic signals 1031, 1045, and 1044, removing lower arms on signal 1044 and 1056,

and installation of 2 color-light home signals, 2 color-light dwarf signals and 4 main track derails at interlocking plant governing movements over a drawbridge over Charenton Canal, on account U. S. War Department constructing a navigation and drainage canal.

Pennsylvania Railroad. Modification of automatic block signal system, automatic cab signal system and interlocking between "NY" interlocking and block station, Portage, and Gallitzen, Pa., a distance of 10.1 miles, on the Pittsburgh Division, involving relocation of 6 and removal of 14 automatic signals; removal of approach aspects on home signals on tracks 1 and 2 at "NY" and "MO" interlockings and home signal on track 3 at "UN" interlocking; removal of bottom arm on home signal on track 4 at "UN" and slow board used in lieu of approach signal on Irvona branch; installation of dwarf signals 18R and 18L in lieu of high signals and installation of slow speed aspects on home signals 12L, 14R, 16R and 20L at "MO" interlocking; to provide improved stopping distances.

Pennsylvania Railroad. Modification of manual and automatic block signal systems and interlockings, between "Vern," a junction with L. & N. R. R. in Louisville, Ky., and Ore, Ind., a distance of 3 miles, on the Indianapolis Division, involving installation of centralized traffic control system, with control point at "Clagg" interlocking, replacing mechanical interlockings at "Mark" and "Clagg" and remotely controlled interlocking at "Ore"; and providing interlocking for switches and signals at junction with I. C. R. R. at "Main" and installing electric switch locks on outlying switches and connections; removal of automatic signals 1084 and 1089; closing block stations at "Mark" and "Main," removal of unattended block stations at "Vern" and "King" and installation of block signal at "King," to improve train operation in connection with elevation of railroad tracks in Louisville.

Omaha Railway. Modification of automatic block signal system at various switches in main line tracks between Hudson, Wis., and Elroy, Wis., on the Eastern Division, involving installation of track elements controlled through switch circuit controllers connected to the switch points, in lieu of breaking the line circuits through the controllers, to place wiring at switches in good condition.

Texas and New Orleans. Modification of automatic block signal system between Avondale and Lafayette, La., a distance of 131 miles, on the Lafayette Division, involving relocation of 48 distant signals, 6 home signals and 1 home and distant signal, removal of 5 home and distant signals, 1 home signal and second arms on 2 signals, and installation of second arms on 2 home signals, to provide increased signal spacing for following movements and for opposing movements at sidings and to increase safety of train operation.

Great Northern. Modification of automatic block signal system between Brook Park and Sandstone, Minn., a distance of approximately 17 miles, on the Mesabi Division, involving installation of power-operated switches in lieu of hand-operated switches at east and west ends of passing track extended at Sandstone with protecting signals, relocation of signals 63.8 and 63.9, changing aspects and converting to home signals, to be remotely controlled from depot at Sandstone; relocation of remotely controlled power-operated switch and protecting home signals at west end of passing track extended and controlled from interlocking plant at Hinckley on account of extending passing track; relocation of automatic signals 65.0, 65.1, 67.6, 67.7, 71.4, 71.5, 74.4, 74.5, 77.5 and 77.6; removal of automatic signals 63.1, 66.3, 66.4, 70.2, 70.3, 75.8 and 75.9; and changing aspects on signals 1L, 2L and 81.8 at Brook Park, on account of extending passing tracks, to increase safety of operation and expedite train movements.

Pennsylvania. Modification of automatic block signal system between Hudson and Harvard Avenue, Cleveland, Ohio, a distance of approximately 18 miles, on the Cleveland Division, involving removal of signals 988, 989, 1103, 1104, 1132 and 1133, relocation of signals 1009, 1010, 1150 and 1151, and changing signal 1150 as relocated from semaphore to position-light type, to improve stopping distances.

Wheeling & Lake Erie. Installation of automatic interlocking in lieu of manually operated target at crossing with Baltimore and Ohio R. R. west of Harmon, Ohio, on the Toledo Division, involving installation of searchlight home approach and dwarf signals on W. & L. E. Ry. and color-position-light home and approach signals on B. & O. R. R., to provide improved view of signals, eliminate statutory train stops and reduce operating and maintenance costs.

Petition of Rutland is Denied by I. C. C.

✦ A PETITION of the Rutland Railroad Company for approval of discontinuance of manual-block system on the 62 miles of single track between North Bennington, Vt., and Chatham, N. Y., has been denied by the Interstate Commerce Commission.

The company claimed that, due to light density of traffic, train operation can be conducted without the use of the manual block system. Though none of the stations in this territory would be closed, overtime for the operators would be eliminated, resulting in savings of approximately $1,200 annually.

The changes were opposed by the representatives of four train service organizations and the Order of Railroad Telegraphers, on the ground that safety of operation would be decreased. These representatives referred to an accident which occurred prior to the inauguration of the present method of operation which resulted in damage amounting to more than $7,000, which it was implied would not have occurred under the manual-block system.

The Commission makes the following comment on this application: "The principal purpose of Section 26 of the act, as amended, is to require 'common carriers by railroad to install and maintain certain appliances, methods, and systems intended to promote safety of employees and travelers on railroads.' The duty is imposed upon the Commission to see that the requirements of this section are observed by the carriers, and financial advantage which might accrue to a railroad cannot be controlling when a proposed change in operating methods would decrease safety."

"M-Plan" Would Draft Labor

By CHARLES M. KELLEY

IF THIS country is so unfortunate as to become actively involved in Europe's war, its workers will, to all practical effect, be in the army, and will do as they are told. They will work at such jobs, at such wages and for such hours as are determined for them by an industrial autocracy that will be in complete control of the life of the nation.

You don't believe it? Then you don't know about a mobilization plan that has been worked out by the War Department. Under its provisions all industry will be placed under "outstanding industrialists." All labor legislation will become a dead letter. Agencies administering labor laws, such as the National Mediation Board, Wagner Labor Board, the Women's Bureau and the Children's Bureau, will be laid on the shelf.

The industrial mobilization plan, known as the "M-plan" in military circles, has been in the course of preparation ever since 1921. During all that period 14 officers employed full time in the office of the Assistant Secretary of War, and 50 officers on full or part time, have worked out a scheme that is intended to regulate the life and activity of every citizen the moment war is declared. Indeed, the plan can be put into effect if there arises an "emergency due to the imminence of war." A great strike, in the opinion of those who have studied the plan, would be sufficient warrant to place the country under a military dictatorship.

The plan has been revised many times. Phraseology has been changed, but the original purpose remains unchanged. Two years ago the Senate Committee on Military Affairs favorably reported legislation which embodied the views of the militarists, who earnestly commended its provisions and strongly urged their enactment.

Colonel Charles T. Harris, Jr., director of the planning branch of the War Department, told the committee:

"The War Department feels that all elements of the nation should be treated alike in war legislation. If we are going to control prices, it is very necessary to control all of the elements of cost entering into those prices. *As labor is the greatest single element of cost, the War Department feels that control should be extended to cover labor.*"

In a letter to the committee, Secretary of War Harry H. Woodring gave unqualified approval of the plan.

"All elements of the nation," he declared, "should be treated alike in war legislation, and we feel that, if the control of prices in general is provided, *the control of wages should be included.*"

The starting point of the M-plan is the universal draft, which calls for the registration of every male person over 18 years of age. The plan calls for six field armies, or about 4,000,000 men. Those not mustered into the fighting forces will be given a deferred rating. Those on the deferred list will make up a civilian army of workers which will maintain the armies in the field and the civilian population.

There is a very sweeping provision that permits the military to reach out and grab any citizen and assign him to any service deemed necessary or desirable. It says:

"Nothing in this act shall be construed as preventing the President, when in his discretion the national interest requires it, from calling immediately for duty in the public armed forces, any person subject to registration who is liable to service, however classified, or wherever residing."

The method is there. All that is necessary for the installation of a full-fledged labor draft is for the President to say the word.

If there is any doubt on that point, ponder this provision in the legislation which was approved by the Senate Military Affairs Committee two years ago:

"The President is empowered to draft into the military service of the United States such members of the *unorganized militia* as he may deem necessary, subject to such conditions, exemptions, rules and regulations as the President may prescribe and publicly proclaim."

"Unorganized militia," it should be emphasized, means the entire male population.

The Senate Committee which investigated the munitions traffic a few years ago studied the M-plan and reported:

"The committee finds that S. 1721 (a bill giving effect to the plan of the War Department) puts all male labor under registration and provides for penalties and also for courts martial in case any of the registrants 'fail or neglect fully any duty required of him.'

"The proposal can also be used to effect and enforce a draft of labor and to remove the right of any worker to refuse employment in private industry under conditions or at wages which do not satisfy his needs.

"The power to call into military service any union or other representatives of labor who becomes spokesman for other employees in attempts to secure higher wages, is the power to break strikes. This can also be done through the use of military force in removing the spokesmen from the plant involved to other plants or into active service or cutting off the food allowance of all strikers.

"There is nothing in the plan to prevent the use of men in the military forces to operate industrial plants while in uniform, which was done in at least one case in the last war. *There is nothing to prevent the War Department from inducting all the workers in any plant in the country into military service, forcing them to work under military orders.*"

The Munitions Committee emphasized that the control of labor becomes a simple matter by cancelling or threatening to cancel a worker's deferred rating.

"The worker," the committee observes, "will thus be faced with the threat to work or starve or fight—if he is not court martialed."

One of the chief causes of strikes is low wages. If strikes are to be outlawed, or if the free movement of labor is to be curtailed, the question is: What guarantee has labor that workers will receive living wages? None at all!

The Munitions Committee says actual control of wages is delegated to the price control committee and that the fixing of all wages is made mandatory. "A determined effort to keep wages down is likely in the next war," the Munitions Committee contended.

When it comes to dealing with industry from the standpoint of the employer the situation is radically different. It should not be forgotten that those who control industry will be drawn exclusively from "outstanding industrialists."

Not only will the nation be ruled by business, but it will be Big Business. It is a significant fact that even the regular government departments, manned by men selected through political processes, will be

reduced to figureheads. The M-plan declares that "it would be unfair to expect the men in charge of government departments to exercise emergency restrictive control over the people they were chosen to serve."

The military and business men who will be in control, it is assumed, will be indifferent to political pressure and will not be restrained from putting into effect policies that might cost a politician his political life.

According to the Munitions Committee, the entire program is designed to relieve contractors from the fear of fluctuating wages. The committee further states "that all the proposed contract forms have in common a provision which guarantees the contractor against loss due to increase in the cost of labor or materials."

Colonel Harris, referred to above, told the Senate Military Affairs Committee: "There is a profit system in this country, and the War Department feels that no measure should be adopted which would in any way hamper or destroy the incentive to produce."

In other words, Uncle Sam must not be tough with capital, or capital will refuse to work.

And there it is. If, at some future date labor finds itself under galling industrial dictatorship, it cannot say it was not warned.

Labor Policy of "PM" New York Newspaper

✦ A NEW kind of daily newspaper, *PM*, is to appear in New York on June 18. It will carry no advertising and will sell for 5c a copy at newsstands from around ten in the morning until late in the evening. Among the interesting features promised is a labor department to occupy two of the paper's 36 pages.

The paper announces "Our guiding policy will be to report the significant labor news truthfully. That is all that labor expects of an independent paper. It is all that the American people want—and need.

"We think that strikes are news—but so is the employer's refusal to talk things over with his men, which so often leads to strikes. We think that picket lines are news—but so is the welfare and educational work done by trade unions. We think that violence by pickets against scabs and guards is news—but so is the violence by scabs, guards and policemen against pickets. We think that racketeering in trade unions, as in business, is news—but so is the absence of racketeering in the large majority of union locals in the United States. We will be interested in exposing the racketeering, not in attacking the union which is, with the employer and the public, the victim of the racketeers.

"We believe in industrial peace. We are opposed to industrial war. We believe with the Congress and the Supreme Court of the United States that the road to industrial peace lies in giving to labor the right to organize and bargain collectively through representatives of its own choosing."

Pioneer Photographer

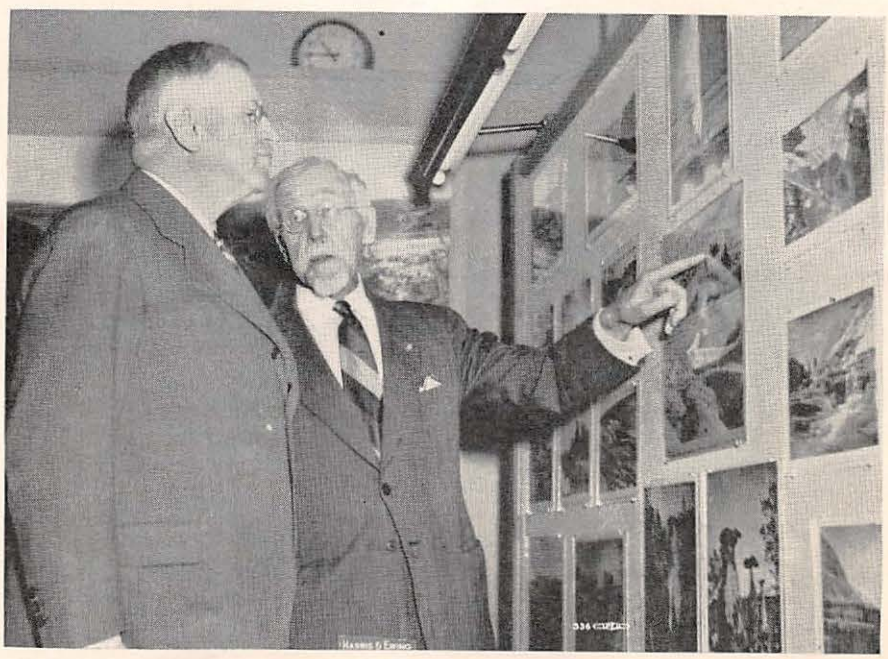
✦ ALMOST a century of inspiring American history still lives and breathes in 97-year-old William H. Jackson, Uncle Sam's pioneer photographer, shown in the accompanying photograph pointing out to Harold L. Ickes, Secretary of the Interior, pictures he made 70 years ago of the scenic wonders of the West. These were the first photos of geysers and other marvels of nature, which had been doubted as "fairy tales." They overcame the skepticism of Congress and caused it to establish Yellowstone National Park, the first conservation and public recreation area in the United States.

Perhaps Jackson is the only man living who has criss-crossed the country by every method of transportation—from covered wagons, horseback, stage coaches, and the first wood-burning railroad trains to modern streamliners and airplanes—from the time when it took months of hardship and danger from hostile Indians, to the present when it is a luxurious trip of but a day or two.

Born at Keeseville, New York, on April 4, 1843, Jackson fought in the Civil War, and in 1866 set out for the West, working his way as a "bullwhacker," from what was then "rails' end," at St. Joseph, Missouri. He followed the Oregon Trail, California Trail, and other historic paths of the pioneer West. Turning to photography, he made and preserved for posterity priceless pictures of the building of the first transcontinental railroads, the Union Pacific and the Central Pacific.

In 1869, Jackson became photographer for the U. S. Geological Survey, and accompanied its earliest expeditions through the western "territories." Ever since then he has been making pictures for Uncle Sam, with camera and paint brush, for Jackson is a distinguished artist, too. Even now, at 97, this remarkable old-timer is still straight and strong, and is frequently called on by the National Park Service for photographic advice.

For a patriotic thrill, read the story of his life. It is told in a booklet entitled, "William H. Jackson, Photographer, Artist, Explorer," which can be obtained free from the Department of the Interior, Washington, D. C.



Secretary Ickes and W. H. Jackson.

Review of Labor's Battles

By ALBERT H. JENKINS

"GO through those old files and throw out everything that's not worth keeping," the boss said the other day, pointing to steel drawers of dusty documents accumulated in the 1920's by LABOR, the railroad workers' newspaper.

Into the waste basket went the contents of one drawer, and then I thought: "There's a story in that stuff, and it must be told now or never."

A story of old battles won and lost in the cause of labor and humanity. Of the last decade of the "Old Deal" and eight years of the "New Deal." Of history-making gains which must be defended lest they be taken away by reaction. Of defeats which must be turned into victories before hope, too long deferred, "maketh the heart sick" and America is tempted to turn from democracy to a "man on horseback."

So out of the waste basket came the dusty documents, and here's the story from the files of LABOR, which was and is in the thick of the fight.

It was fought on many fronts. Let's take them one at a time. First, those which most directly concern organized labor.

Most fundamental is labor's right to "organize and bargain collectively through representatives of its own choosing," as "New Deal" legislation says, and "without coercion by employers" or anyone else.

The first documents from the files bear such titles as "Company Unionism and Newer Tactics of Employers," and "Anti-Strike Laws and Industrial Courts," "The Kansas Court of Industrial Relations; Governor Allen Answered by Samuel Gompers."

Under such dates as 1923 and 1926, when employers had the kind of "freedom" they are demanding now, these documents show what they and their henchmen did with that freedom.

For example, one memorandum describes "the wide range of welfare expedients used by employers to block the trade union movement." These "expedients" included "company unions, profit-sharing and bonuses, company insurance and pensions, company magazines, stock subscription campaigns—and a hundred other variations—such as service pin associations, veterans' clubs, athletic teams, payroll propaganda slips, and even country clubs and brass bands."

None of these seemed to keep workers from organizing into real unions about ten years later, when they got a larger measure of freedom under the famous "Section 7A" of the National Industrial Recovery Act, and under the National Labor Relations Act.

Many of the documents recall the fight over the attempt by Governor Henry J. Allen of Kansas to ban strikes and regulate wages, hours and working conditions by means of his "industrial court." Organized labor rebelled against that unprecedented "straight jacket," and was upheld by the U. S. Supreme Court, whose decisions killing Allen's tribunal are among the papers in the files.

That others besides Allen attempted to limit the freedom of organized labor is recalled by a "memorandum on compulsory arbitration of railway labor disputes." It argues against the Transportation Act of 1920 amendments which would have given the old Railroad Labor Board power to enforce its decisions and "compel employes to work against their will."

The "yellow dog contract" is the subject of other documents. One is a copy of such a contract. When a worker signed it to get a job, he agreed not to join a union.

Yellow dog contracts were one of the deadliest weapons against organized labor, until they were forbidden in the railroad industry by the Railway Labor Act and its 1935 amendments, and in other industries by the National Labor Relations Act of 1935.

Here is a pile of actual injunctions issued by courts against labor unions, ordering them to do about everything from abolishing picket lines to stopping strikes. And here is a mass of material on the notorious injunction obtained from Federal Judge James H. Wilkerson by Attorney General Harry M. Daugherty, during the Harding administration, against the railroad shop workers in their great strike of 1922.

Court injunctions remained a deadly weapon against unions, until the Norris-LaGuardia Act of 1932 forbade courts to issue them arbitrarily in labor disputes.

Courts also are the subject of an old A. F. of L. report on "Judicial Control Over Legislatures on Constitutional Questions." This recalls the fight which culminated when the Supreme Court killed N. R. A. and other "New Deal" measures, on the ground that they were "unconstitutional." It also reminds us that the Supreme Court, since Roosevelt put new justices in place of most of its "Old Guard" members, has been taking a much more liberal view of Uncle Sam's constitutional power to protect labor and "the general welfare."

"Labor spies," employer-paid police and thugs, vigilantes, employer arsenals, and other weapons against organized labor are brought to mind by old papers, yellow with time, describing how the notorious Pennsylvania "coal and iron police" were killing union men as late as 1929.

"Murder, assaults on women, sluggings, numbered by scores, go unpunished," says one headline, while another reads: "Brutal murder by Mellon thug stirs state."

Those brutal coal and iron police were abolished by Governor George H. Earle, who, for a few 1930 years, gave Pennsylvania a state "New Deal." The Senate Civil Liberties Committee, headed by Senator "Young Bob" LaFollette of Wisconsin, steadfastly aided by Senator Elbert D. Thomas of Utah, during the 1930's exposed labor spies, thugs and employers' gunmen and vigilantes on a nation-wide scale, and introduced a bill to ban them.

That bill, however, has not yet been passed, and no one should be too confident that spies, company unions, anti-labor injunctions, yellow dog contracts, or any of the other anti-union weapons mentioned above have completely and finally vanished from industry. Constant watchfulness by organized labor and its friends is still necessary.

Shorter hours. Organized labor is still talking about that, and there is still much to do about it. But the old file documents reveal how much has been gained in two decades.

Many workers were still toiling ten and 12 hours a day, and the average work week was at least 50 hours, when President Green made the three speeches recorded on these papers now gray with dust.

America was then in the midst of the "prosperity" of the 1920's but

Green prophetically pointed out that, unless wages were raised and hours shortened as improved machines and methods increased productive power, "our whole civilization will fall down," that we will again "be confronted with workers clamoring for work, and manufacturers well-equipped for production but with no orders, because there is no purchasing demand."

Since he spoke, the eight-hour day has come to almost all industry, and the average work-week has been cut to about 40 hours. These reductions have kept unemployment from being worse than it is, but organized labor insists that there must be further shortening of working hours.

Another memorandum defends the Adamson "Eight-Hour Law," passed for the railroad workers in 1916, and shows that this law was still being attacked in 1923. It seems to be accepted now, and this is another evidence of progress.

A group of documents discusses old age pensions and unemployment insurance as something this country should have some time, but without any apparent hope that these blessings for the American people would come soon.

Now, of course, we have the Railroad Retirement Act and Social Security Act pension systems, and the railroad and Social Security unemployment insurance systems. None of these are perfect, but they are a lot better than nothing, which is what there was in the 1920's, when these documents were filed.

The same can be said for minimum wages, the next subject recalled by the files. They contain court decisions and other material telling how the Supreme Court in 1922 struck down a law which Congress passed at the suggestion of Edward Keating, then a member of Congress and now editor of LABOR, to establish a floor for women's wages in the District of Columbia. That blow killed all further minimum wage legislation for many years. Then the "New Deal" tried to include wage floors in the N. R. A. codes. The Supreme Court again killed that, too, in the famous "sick chicken" case.

Then came Roosevelt's fight to reform the High Court and some of the justices had an extraordinary change of heart. Minimum wage laws suddenly became "constitutional" and the Keating Act, after being dead for years, came to life and is now actually functioning in the District of Columbia, increasing the wages of thousands of low-wage women workers.

After that came the "New Deal" Wage-Hour Act, with its floors for wages and its ceilings for hours. This law has been upheld by many lower courts, and the present Supreme Court is almost sure to rule that it is constitutional.

Child labor legislation has had a similar history. The Keating child labor bill, passed by Congress two decades ago, was also killed by a five-to-four Supreme Court decision, and heartless employers were able to exploit children's toil almost without limit, until the N. R. A. codes called a temporary and partial halt. Then the Supreme Court threw out the N. R. A. and the Wage-Hour Act stepped in the breach to protect some, but not all, of the "kiddies."

The file also yields material on a resolution passed by Congress in the late 1920's, after the Keating child labor act had been killed, proposing to add to the Constitution an amendment forbidding child labor. Since then, that amendment has passed through stormy years, has been O. K.'d by many states, but not by enough to make it part of the Constitution. Efforts to get it approved by the legislatures of other states are still continuing.

"Monopoly," "farm relief," the "Power Trust," utility regulation, public ownership, and other problems, some of which have been partly solved, and some of which are still almost completely unsolved, are well represented in these old files.

Monopoly, despite half a century or more of "trust busting," is bigger and more powerful than ever, and is now the subject of a sweeping investigation by the Temporary National Economic Committee, headed by Senator Joseph C. O'Mahoney.

Farm relief is still one of the hottest subjects in congressional debates and election campagins, and has been dramatized recently by the famous book, "Grapes of Wrath." The old files show that the railroad workers' paper stood by the farmers through thick and thin, frequently being the only paper of national circulation which consistently defended them.

The "New Deal" has established some control over the Power Trust by the Securities and Exchange Commission and Federal Power Commission, but this fight is far from ended.

The file material on public ownership includes descriptions of the "Plumb Plan," which proposed that the public, the workers, and management share in the management and earnings of the railroads, as an example of "industrial democracy."

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the "New Deal" has
Tennessee Valley Authority, the great Bonneville Dam, and other agencies which can serve as "yardsticks," not only of electric power rates, but also of public ownership.

Finally, the files reveal the powerful part played by LABOR, the railroad workers' national newspaper, in helping to win victories for labor and the common people, and in helping to elect their friends and defeat their enemies in the Senate, House and White House. That is an inspiring story, and it should be more widely known, but it is too long to tell here.

Georgian on "Democracy"

✦ THE members of the House of Representatives have an unwritten rule not to laugh out loud at each other. They keep a straight face, no matter what. But this tradition has been put to a severe strain in recent weeks.

The other day Congressman Eugene Cox, reactionary Georgia Democrat, rose to denounce the Wage-Hour Act as "undemocratic." Several members sputtered in their handkerchiefs, but carried it off by pretending they choked on their chewing tobacco.

Cox comes from a state which charges its people $1 for the privilege of voting. If you don't pay, a penalty is added, plus 7 per cent interest. You have to pay all your poll taxes, plus penalties back for seven years if you try to decide to vote again. By this time the figure comes to $15.50. This is discouraging to sharecroppers who never see $100 a year in cash, and as a result, only 20 per cent of the entire adult population voted in 1936 in the general election.

Only one-fifth of the people find it possible to vote in the state which sent Cox to Congress to make speeches about democracy, and to rant and rave about $12.60 a week being too much for the maintenance of American families!

One of the most gratifying things that has happened at this session of Congress was the shellacking given Cox and other labor-baiters on the Wage-Hour amendments. When the the fight started it looked like a lost cause for underpaid workers. But the foes of progressive labor legis-

and
over-
looked up
adequately de-
monstrosity" and the
decent majority of the House turned away from it in disgust.

The most heartening feature of the battle was that those who sought to enslave millions of workers were compelled to come out in the open on a roll call. The record should haunt them as long as they remain in public life.

Senator Alben W. Barkley (Dem., Ky.) has said that the roll call on the Barkley-Howell Bill several years ago was used with such good advantage by organized railroad workers that it killed off more political careers than any other vote ever recorded.

The Wage-Hour vote should be the yardstick with which to measure the usefulness of Congressmen and should result in sending back to deserved oblivion those who voted for the iniquity.—*Charles M. Kelley.*

Improved R. R. Exhibits at New York Fair

✦ AGAIN occupying the largest site at the New York World's Fair, the Railroad Exhibit, which attracted more than ten million visitors in 1939, offers this year a revised presentation depicting railroad history, service, and achievement.

Extensive improvements and revisions are planned for the two paid attractions at the Exhibit, the dramatic musical extravaganza, "Railroads on Parade," and the world's largest model railroad, "Railroads in Action," which together drew more than two million paid admissions in 1939. Also continued this year are "Building the Railroad," an animated diorama depicting the actual building of a railroad from forest clearing to the completed system; the "Yard," with old-time locomotives and cars of deep historic interest; and the track exhibits of modern locomotives and trains, including the world's largest steam locomotive operating on a roller bed at high speed.

In the great Railroad Building itself, designed as a roundhouse and occupying 140,000 square feet of space, are exhibited prints, museum pieces, paintings, and other railroad lore never before assembled under one roof.

Act to Secure Vacations

✦ FOURTEEN standard railway labor organizations have begun a movement to secure vacations with pay for all employees represented by them on the railroads of the United States. On May 20 formal notice was served on the railroads by the general chairmen of the following organizations:

The Order of Railroad Telegraphers.

International Association of Machinists.

International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America.

International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

Sheet Metal Workers' International Association.

International Brotherhood of Electrical Workers.

Brotherhood Railway Carmen of America.

International Brotherhood of Firemen and Oilers.

Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes.

Brotherhood of Maintenance of Way Employes.

Brotherhood of Railroad Signalmen of America.

National Organization Masters, Mates & Pilots of America.

National Marine Engineers' Beneficial Association.

International Longshoremen's Association.

Notices to the individual managements propose that the following provisions become effective on and after June 20, 1940:

"All employees, upon the completion of one year's service, and who are regularly employed, shall, effective with the year 1940, and thereafter be given annually two consecutive calendar weeks vacation with pay.

"All other employees, upon the completion of one year's service, shall, effective with the year 1940 and thereafter, be given an annual vacation of one working day with pay for each month during which they earned compensation during the preceding calendar year.

"During the vacation period, the basis of pay for hourly rated employees shall be eight times the hourly rate for the service last performed prior to vacation, and for employees paid on piece work, daily or monthly basis, at the regular daily rate for the service last performed prior to vacation.

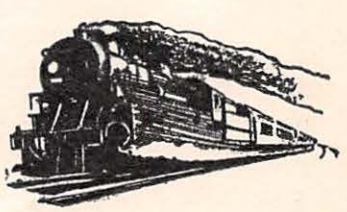
"The vacation period shall generally be between April 1 and September 30 and employees in each seniority district shall be entitled to preferential vacation dates consistent with the requirements of the service and their standing on the seniority roster; provided, however, that by agreement between the committee representing the employees and the management arrangements may be made for the granting of vacations to individual employees at times outside the limits herein specified."

In presenting this notice to his management, each general chairman requested a conference and suggested that in case an agreement was not reached the management agree to handle the matter on a joint and national basis. The chief executives of the organizations have agreed that they would approve handling this question nationally with a committee representing the managements.

This cooperative movement developed from action taken at different times by the individual organizations to secure vacations. In our own organization a resolution adopted at the 1938 convention urged that efforts be made to incorporate such provisions in our agreements.

Railroads Lag Behind Other Industries in Vacation Plans

For reasons difficult to explain, the vacation custom has been slow in reaching the railroads—at least for the wage earners making up the main part of the employees. Except officials—from bottom to top—and their office staff, few railroad employees enjoy vacation benefits. Outside the railroad industry paid vacations to all employees including wage earners is common. A survey appearing in the *Monthly Labor Review* for December, 1938, showed that 1,630,514 wage earners were covered by vacation plans in 4,823 manufacturing establishments and 168 companies in mining and oil production industries.



Kansas City All-roads Meeting

By H. N. HENSLEY
Lodge 33, A. T. & S. F.

THE third annual meeting of the Brotherhood of Railroad Signalmen for all railroads entering Kansas City, Mo., was held at the Hotel Muehlebach, Kansas City, Sunday, May 5, with 255 in attendance. This was by far the most successful meeting held to date and the committee wishes to take this opportunity to express its appreciation for the cooperation extended by the members from the various roads which made the success of the meeting possible.

The writer was too busy on the registration desk to follow the details of the educational meeting held from 9 a.m. to 12:30. However, the following representatives of accessory houses and manufacturers attended and presented a fine program which was enjoyed by all: F. C. Henderson, National Carbon Co.; W. W. Talbert, Union Switch & Signal Co.; Geo. J. Johanek, General Railway Signal Co.; R. J. Frost, O. P. Rose, W. E. Olsen, Thos. A. Edison, Inc.; W. H. Payne, C. B. McCormick, Electric Storage Battery Co.; Glen Ramsey, Fansteel Metallurgical Corp.; A. L. McNeill, Okonite Co.; M. J. Fox, Le Carbone Co.; Norman Gort, Western Railroad Supply Co. These gentlemen were also present throughout the day and added much to the success of the meeting.

Grand lodge was ably represented by Vice President C. D. Martin and Assistant to Grand President Jesse Clark, who were speakers at the noon luncheon. Space does not permit listing the names of all the guests from the supervisory forces who were present. This group included three signal engineers, two superintendents, one trainmaster, five signal engineers, 12 signal supervisors and two signal inspectors.

The noon luncheon, with General Chairman C. L. Essman acting as master of ceremonies, was one of the finest ever attended by the writer. The luncheon was followed by one hour of the finest professional entertainment obtainable. Geo. H. Warfel, division superintendent Union Pacific, of Kansas City, gave the address of welcome, after which the distinguished guests were presented and gave short talks.

Sixteen railroads were represented by the following number of members and guests: Kansas City Terminal, 80; A. T. & S. F., 50; C. B. & Q., 35; M. K. & T., 21; Mo. Pac., 14; Frisco, 11; Wabash, 7; Union Pacific, 5; Rock Island, 4; Midland Valley, 4; Texas & Pacific, 2; Alton, 2; Southern Pacific, 2; C. & G. W., 1; Milwaukee, 1. R. B. Reynolds of the Birmingham Terminal came from the greatest distance.

It was agreed by all present that this was the finest gathering of signalmen ever held in this section of the country. It is the hope of the committee that they will continue to grow throughout the succeeding years, so that many more signalmen and their families may enjoy the fine spirit of brotherhood which has been evident and that these meetings will bring about a closer knit and stronger organization and promote a spirit of cooperation between the various railroads which will have a lasting effect upon the strength of the Brotherhood of Railroad Signalmen of America.

Retirement Board Makes Changes in Personnel

✦ CHANGES in leading personnel both in Washington and in the field have been announced by the Railroad Retirement Board. Edward J. McCormack, who has been chief liaison officer of the Board, has been appointed assistant director of employment and claims, heading the division of clearance and coordination, and William A. Rooksbery, who was regional director in Chicago, has been assigned to the position of chief liaison officer of the bureau of employment and claims.

As chief liaison officer of the bureau of employment and claims, Mr. Rooksbery will develop the Board's relation with carrier and railway labor organizations. He will also maintain liaison between the Board and other government agencies dealing with railway labor problems. In addition he is charged with directing the collection of records of service performed for railroads by employees prior to January 1, 1937, in accordance with the plan of the Board for compiling such records in anticipation of applications for annuities under the Railroad Retirement Act.

Carlton Hayward, former regional director in Cleveland, is now regional director in Chicago, and Patrick F. Murphy, director of field service in the Chicago region, has been named regional director in Cleveland. Earl O. Byrd, manager of the Detroit district office, has been appointed director of the Richmond region. Gerald E. Woodcock, district manager of Peoria, Illinois, has been named as head of the Chicago district office.

Attendance of 255 at Kansas City meeting on May 5.

Organization News

Ladies' Auxiliary

May 5 proved to be a very profitable and enjoyable day both for the Brotherhood and the Ladies' Auxiliary. The highlight of the ladies' program for the morning was an address by Miss Marion Burns, who held our women's attention with her charm and personality. Miss Burns is well versed on the problems of the day in the unionist's family as she has had wide experience in organized labor, being at the head of several organizations as well as being the daughter of a railroad trainman. Miss Burns has been for many years, and still is, Secretary to Felix Knight, general president of the Brotherhood of Railway Carmen. So is it any wonder that we felt she was a member of this big railroad family? We are very grateful to Miss Burns for giving us this educational and inspirational address.

Mrs. Mary E. Gorman, our grand vice president, has asked me to convey her thanks and appreciation to you for the messages of sympathy you so kindly sent her in her time of trouble and grief. Be good enough to write her again, but do not expect an answer, because Mrs. Gorman, while somewhat better at this writing, is still not able to answer correspondence.

Convention Call

In accordance with the constitution of the Ladies' Auxiliary to the Brotherhood of Railroad Signalmen of America, the Auxiliary will meet at the same time and place as the Brotherhood of Railroad Signalmen of America, starting the week of August 19, 1940, and will continue in session until all business coming before the convention is taken care of.

Subordinate relays will please send their per capita tax to me not later than July 1.

The men of each local will do well to encourage the women in the signalman's family to organize an Auxiliary. We feel these families should be 100 per cent for organized labor instead of only 50 per cent. The Auxiliary is putting on an educational program. We realize it's about 20 years late in getting started, but nevertheless very worth while. Won't you help?

LAURA ESSMAN,
6817 Oak Street, Kansas City, Mo.

Relay 8, C. B. & Q.

A very interesting meeting was held at Aurora, Ill., May 19. Besides other business transacted was the election and installation of officers. Mrs. C. L. Essman, our grand president, installed the newly elected officers. Officers elected are as follows: Mrs. R. A. Davis, Burlington, Iowa, president; Mrs. Willford Lichtenberg, Wyoming, Ill., vice president; Mrs. W. H. Wheetley, Biggsville, Ill., secretary-treasurer; Mrs. D. S. McGregor, Aurora, recording secretary. We wish to welcome our new members and are glad to have them with us. There are more to join us very soon.

At noon a bountiful dinner was served at the Hotel Aurora, and I can assure you that justice was done to this fine meal. There was a good attendance of brothers and ladies.

Ladies, let me urge you to see that dues are kept paid. Sometimes we women are a little forgetful, not intentionally, so we can't expect our husbands to remember all. For after all, we smile when they come home and say, "Well, we got another raise," and if you think Mr. and Mrs. Wheetley don't smile when they sign up those cards, well guess again. Best wishes to the B. R. S. of A. and our Auxiliary.

MARY McGREGOR.

A. T. & S. F.

Lodge 33, Eastern Lines

A special meeting was held at Ponca City, Okla., Sunday, April 28, with a good attendance from the Oklahoma, Middle, and Southern Kansas Divisions.

Reports covering the all-roads meeting in Kansas City, Mo., on May 5, which was the third annual meeting, are that it was one of the best held and the attendance the largest. The committee on arrangements for this splendid meeting consisted of members from all roads and the Ladies' Auxiliary should be complimented because of the splendid job they did, which required a great deal of work. Those present were very much impressed by talks given by former signalmen from the Union Pacific and Burlington who are now superintendents.

M. L. Phillips was the successful bidder on the vacancy at Ottawa, which leaves Bro. Smith handling Edgerton until bids are up. Bro. Daniels having bid in one of the signalman jobs in gang No. 1 leaves a place in the relay shop to be filled. All furloughed members who had been off since last fall are now working on the Eastern Division on account of two gangs now working.

The Middle Division reports one gang of ten men now removing the old signal line between Newton and Peabody, placing same on the Western Union pole line. I understand this gang just completed two sets of crossing flashers at Tulsa. Clif Hutley from the Oklahoma Division has been called back from California for a few months' work. Bro. Watson at Guthrie, who has been on the sick list for some time, is now again on the job. Davisson from Newkirk acted in his place. Pug Tanner at Cushing, Okla., attended the bowling tournament at Topeka, Kans., and he and another Santa Fe employee walked away with all the honors in the single and double match. C. B. Keeton has asked that his membership be transferred to Novajo Local 172. This must mean that "Buss" is intending to stay in the West where there is no lay-off when winter comes.

There seems to be some misunderstanding about notes for the *Journal* and who our correspondent is. Local 33 has no regular assigned correspondent because it was agreed all members would act in this capacity and would send the notes to the secretary, who in turn would send them in before the 15th of each month to the *Journal*. This should be plain enough, so please continue to send in notes as you have been doing, regardless of what it is.

The secretary is asking that your dues be attended to before this important matter is overlooked.

The Ladies' Auxiliary reports Mrs. Watson very ill. Her address is 501 E. College, Guthrie, Okla., and she would enjoy hearing from all the anxiliary members.

CORRESPONDENT.

Lodge 121, Gulf Lines

Work, as usual, in this section of the world is very plentiful. With the many new tests, reports and what-not outside our regular maintaining, we are kept so busy we wish sometimes there were more minutes in our hours. We hear Bro. Grady Powell has two motor cars now so that he may get there quicker.

We were very happy and thankful to receive instructions to add two cents per hour to our daily rate of pay beginning April 16.

We are still adding new members. We received an application for reinstatement last week from E. L. Horton, Wallis, Texas. There are some real B. R. S. of A. members on the Gulf Division. There is only one man down there who is not a member and his reinstatement application is expected daily. Bro. Payne suggests we have an old-time celebration down there when they reach 100 per cent, and I agree.

A. T. Payne and his gang have been at work at Beaumont for the last few weeks, and new, heavy steel is being laid on the Southern Division between Cameron and Somerville. The construction gang with nearly twenty men is installing bootleg wires behind this steel gang.

I think we should show our great appreciation and admiration real often for our general chairman, Big Bill Lewis, as he is called frequently. He is our brother, our good friend, and one of the finest workers it has ever been my good fortune to know. Boys, we surely owe him a lot! Let's make a point of telling him ever so often we are behind him 100 per cent in whatever he does. Thanks, Bro. Bill! We are planning to see you at the system meeting at Newton, June 9.

Baltimore & Ohio

Lodge 94, Western Lines

The meeting at Pittsburgh, Pa., on April 21 was very well attended. Jesse Clark represented Grand Lodge and gave a very fine talk on the birth and growth of our Brotherhood up to the present date. The talk was enjoyed by everyone. Bro. Howard of the Pennsylvania was introduced to the membership. His message was very well received. We hope he comes to visit with us again.

The Zanesville shop forces must have been rained out for they failed to make their appearance. Brothers Umbaugh and Marker went to lunch together and got lost—that is what they say!

The local chairmen have voted not to accept their monthly pay until further notice. So if they become a little lax, you will have something to blame it on. The flasher job at Trenton is progressing very slowly. Not enough furloughed men are working.

We understand the B. & O. and C. & O. officials were looking over the interlocking plant at Cottage Grove, Ind. We hope there is some work to be done on it . . .

We wonder how the work at Milford Jct. on the Chicago Division is coming along . . . H. H. Hartley of the Toledo Divsion is still sick.

Our next regular meeting should be on July 21. Let's all make ourselves a committee of one and get the non-members who work with you or next to you and see how big a membership we can have.

D. L. M.

Canadian National

Lodge 118, Montreal, Quebec

How many new members have you signed up for our next meeting? The meeting, as you are no doubt aware, will be on June 8 at the same old stand. I have hopes of having Quebec District back in the 100 per cent class by that date. (If they do not back down on their promises.)

Work is starting to pick up on Quebec District and Foreman Mel Stonehouse has a couple of signals and track circuits to put in at Joffre and a bell at Quebec. After that is still in the lap of the Gods. Bro. Zimmer is back to work after being off several weeks with a broken arm. We hope he is now feeling fit. How many of you chaps are garden enthusiasts? You should see old Mac LeBlanc puttering around these days at Charny, planting and pruning. By the way, if you like gladiolus you should drop in on Bro. Mac during August and see a sight for sore eyes. As for yours truly, outside of a little gardening I am just dying to get out the old pole and go after that big one that got away last year!

The sympathy of all of us goes out at this time to "Charlie" King and his family. Mrs. King passed away on April 23, after a very long illness. Bro. King has been a member of Local 118 ever since its organization. Before expressing its sympathy in this way the local "Said it with flowers." We wish to take this occasion to remind everyone that when a member or his wife passes away the brothers should consider it their duty to see that flowers are sent in the name of the local.

BILL WORWOOD.

Canadian Pacific

Lodge 122, Ontario District

General Chairman E. G. Prinn notified his general grievance committee of his intention to resign his B. R. S. of A. office because of a change in his position about to take place on the Quebec District, and because of such intentions called a special meeting of the general grievance committee to be held at Toronto on the day of April 27, along with a request for a special meeting for that evening of Local 122 of that city. The special meetings were called and duly held, the Local 122 meeting being very well attended, which was apparently gratifying to all officers in view of the fact that Grand Lodge was represented by Assistant to Grand President Jesse Clark.

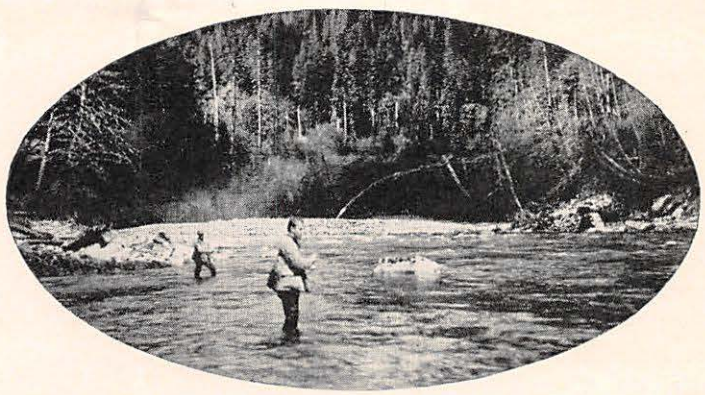
General Committee Meeting

The general grievance committee meeting was attended by Brothers Prinn, Michaud, Brown, O'Neil, Clark and Connors, who, I presume, spent a busy day reviewing the affairs of this Brotherhood. As Local 122 members gathered for the meeting in the evening, considerable conjecture existed as to who our new general chairman would be. This in turn was answered by the announcement that Bro. Connors of Oshawa, Ont., was to be "acting general chairman" until the fall election of officers.

At the evening meeting all local business cleaned up and our officers and Bro. Clark joined us. Discussions commenced about the business, past and present, in the hands of the general chairman, the manner in which same has been and is to be prosecuted, and this of course led us back to that old stumbling block, our present working agreement with the company. Considerable comment and pointed criticism was leveled at policies adopted in the past favorable to some classes and not so favorable to others and yet sustained or not sustained by the weakness of phases of the June 1929 working agreement, all according to how you read it or how many of the "company's interpretations" or past established "precedents" you can recall to mind. The idea in the minds of most of the members was not personal at all, but rather the expression of a desire that this organization be considered as and recognized as representing the personnel of a specialized department and one of vital importance to the modern day railroad.

The regular meeting of May 11 was an entirely different affair in manner of procedure, following the prescribed routine under the able guidance of Bro. Watson, who acted in the chair in the absence of our chief signalman.

Information was received that Bro. Carr of Perth, although back to work, is not tops just yet. The boys as a body wish to convey to Bro. Carr their sincere wishes for an early recovery, and we hope that some time in the near future he may feel



The Flambeau

THERE'S a winding stream in the Great North Woods
where the pines fringe the water's brink,
And a narrow trail through the silences where the
doe comes down to drink.
There's a place where the wily "musky" lurks and
the black bass leaps and plays,
And over it all the golden glow of dreamy autumn days.

There's the singing ripple on rock and shore and
shadows where pools are still—
From the silent woods there comes the cry of a wild
bird, plaintive, shrill.
There comes the drumming of partridges, and at
night the wailing loon,
When there swings low down in the Northern sky
the ghostly Harvest Moon.

There's the paddle's dip and the light canoe that
glides on the silent stream,
And the stories told by "Flambeau Joe" in the
campfire's cheery gleam.
There's the wild free life that drowns the strife and
the greed of the endless fray,
There in the peace of the Great North Woods—
where the Flambeau winds away.

—Badger Bill.

Legal Aid Service Directory

The following are the names and addresses of regional counsel who will, upon request, give legal advice and assistance to members of the Brotherhood of Railroad Signalmen of America who are injured while engaged in railroad service and to the dependents of members who are killed in such service:

Atlanta, Ga. Thomas J. Lewis, 703 First National Bank Bldg.

Augusta, Ga. J. Paul Stephens, 708 Southern Finance Bldg.

Baltimore, Md. Bernard M. Savage, 521 Title Bldg., St. Paul and Lexington Sts.

Birmingham, Ala. Smith, Windham, Jackson & Rives, 818 Massey Bldg.

Boston, Mass. Thomas C. O'Brien, 11 Beacon St.

Chicago, Ill. Edw. B. Henslee, Suites 608-9-10, 139 N. Clark St.

Denver, Colo. Joseph L. Morrato, 622-29 Midland Savings Bldg.

Ft. Worth, Texas. Marvin B. Simpson, Suites 709-710, Ft. Worth National Bank Bldg.

Hinton, W. Va. W. Carthon Haythe, Suite 17, Ewart-Miller Bldg.

Kansas City, Mo. Clarence C. Chilcott, 918 Scarritt Bldg.

Minneapolis, Minn. Davis, Michel, Yaeger & McGinley, 419 Metropolitan Bank Bldg.

Portland, Ore. Frank C. Hanley, Yeon Bldg.

St. Louis, Mo. Mark D. Eagleton, 1020 Telephone Bldg., 1010 Pine St.

Salt Lake City, Utah. A. H. Hougard, 405 Felt Bldg.

San Francisco, Calif. Clifton Hildebrand, 615 Russ Bldg.; 1212 Broadway, Oakland, Calif.

Syracuse, N. Y. Francis L. McElroy, 1006 State Tower Bldg.; Clifford H. Searl, 605 State Tower Bldg.

Vicksburg, Miss. W. W. Ramsey, Merchants National Bank Bldg.

No geographic territory or line of railroad has been assigned to the above named regional counsel as their jurisdiction and it is, of course, optional for members or their dependents by reason of choice or convenience to consult any regional counsel whom they may desire.

D. W. Helt,
Grand Vice President.

equal to the long trip necessary to attend a meeting.

Acting General Chairman Connors gave us his report of negotiations of recent date carried out with the company's representative. In part same was favorable and in part a little bit disappointing to the helpers inasmuch as their request for holidays with pay, the same as now enjoyed by the maintainers, was dismissed for the present at least. However, the manager of personnel has agreed to allow the inclusion of assistant signal wireman into our existing working agreement, thereby allowing the B. R. S. of A. to represent and negotiate for one more class of signal employees on this road and who previously were not recognized as "working at the trade." If they were not, I would like to know what they have been doing around here all these years.

Bro. Scarland of Galt reports he is still experiencing broken rails on his section, and I assume from what he says that the frequency of their occurrence, always at night of course, is beginning to be too much of a good thing. There can be little doubt in anyone's mind but that the company was very lucky in having block signal protection where that particular type of rail was laid as it is now universally recognized as the worst main line section for that reason.

The construction gang is now at Guelph Jct. engaged in replacing six model 2A automatic semaphores with type SA color lights between Guelph Jct. and Puslinch. This for the reason of releasing the model 2A mechanisms, which in turn are to be used in proposed crossing protection projects. The gang is at present at normal strength, which fact has placed Brothers Bucknam and Campbell back on the payroll. Bro. Cameron and I recently spent a few days at Sharbot Lake, in the eastern part of the district. While there we paid Brothers Hambly and Miller of Tichborne a social call one evening. Bro. and Mrs. Miller have a fine looking baby boy. Bro. Cameron is conducting the relay inspection and tests beginning at Smith's Falls and working west.

F. GEO.

C. R. R. of N. J.

Lodge 54, Roselle, N. J.

A recent visit to Washington, D.C., to see many of the wonderful sights at our nation's Capitol took your scribe to the Patent Office, but only as a guest. While there one of the 2,185,000 patents proved more than interesting and it is my belief you too will be enlightened. It is a patented idea to prevent wrecks by having one train run right up over the other train's roofs via an emergency set of tracks, the inventor applying in 1877. There were many, many, other patents dealing with railroad problems, signal work included, but the one mentioned here gives you some insight in this educational and typically American institution, which is devoted solely to the ingenuity of Americans at work.

There are those who say that most railroad men are callous and indifferent toward each other in their general attitude, but they do not get beneath our oftentimes steel exterior. While it is sometimes true, times and events quickly change this. Such was the case last month when the signal department lost another of their interdepartmental friends. He was A. H. Ramberger, 1st trick operator at Russell Alpaugh's fine Tower, RA-Raritan. We who learned to know "Ramy" will miss his terse, honest opinions and ready cooperation.

Irving C. Cubberly, retired, formerly signal mechanical inspector, passed away on April 23, at the age of 74 years. "Cub" was known from one end of the road to the other.

I saw one of our retired members the other day, the rotund George Trembulak. Tanned and smiling from working in his beautiful garden, George wanted to be remembered to his many friends.

L. C. Moore, WH-White House section maintainer, is most proud of his new model board, recently installed in White House Tower by Charley Knowles and his group of Frank Wilson, Frank Fushilli, Les Huff and Ben Cole.

Fisherman Sammy Feidler, HY Tower-Greenville 1st trick maintainer, reports the trout fishing is great these days. LeRoy Brown, our general chairman, Financial Secretary Bert Young, and Maintainers Henry Bunting and Jake Mascot, RU Tower, first trick, who are our more prominent boatmen can all ride the waves this summer after Commodore Charley (derail inspection expert on Ted Larson's Central Division) officially launches his new cruiser "Bonita" on Barnegat Bay.

Friday, June 21, is the meeting night. See you then?

LOUIE E. DuMONT.

Chicago & North Western

Lodge 9, Milwaukee, Wis.

This year's picnic will be held at the West Bend City Park, West Bend, Wis., at the same place as last year. Be there early so you're through with lunch when the games start: 1:15, contests for children; 2:30, ball game.

Bring your own lunch. Coffee, lemonade, ice cream and beer will be served.

THE COMMITTEE.

Lodge 39, Madison Division

A meeting was held at Madison on April 21. Art Roberts and Geo. Reiser were elected delegates to the convention to be held in Denver, Colo., in August. Ray Stanton was elected as alternate for Art Roberts and Paul Kemmett was elected alternate for Geo. Reiser.

It was agreed that our picnic shall be held at Madison, Wis., this year and the date is Sunday, July 21. So make your plans ahead and get your baskets of lunch ready. Fred Johnson said he would vote for the picnic to be held at Madison and also at Baraboo. One brother mentioned that he couldn't be at both places at the same time.

Bob Reiser went and got himself married on May 1. He and the girl drove to Dubuque, Iowa, to have it done. Bob just laid off one day and was back working on the gang again the next day. All the members of Local 39 wish him and the wife the best of luck. I heard Clarence

Doten of Sparta also got married again, but he laid off the first half of May to have it done. Here's wishing him and his wife the best of luck.

Bill Kirchstein's gang is now busy at Elroy taking out the mechanical plant after leaving Beloit. Harold Halbman and wife and little girl and Don MacKenzie and wife and little girl from Evansville drove to Janesville Sunday, April 28, in Don's car to visit the family and me.

George Reiser, financial secretary, stated at the meeting that all members were paid up except one.

FRED BRUSKE.

Lodge 130, Chicago, Ill.

The last regular meeting was held in the Bismarck Hotel on Thursday, May 9, and one of the most important bits of business was the counting of the mail ballots for delegate No. 2. As there was no majority, another ballot is being mailed out and unless this one ends in a tie, the No. 2 delegate will be announced at the June 13 meeting.

Our chief, Barney Phillips, was still confined at home but we hope to see him back on the job soon. First Vice Chief Ken Emerson has been doing a good job filling in for Barney and has conducted the meetings in a very business like manner.

We have received the official notice from the management substantiating the 2 cents per hour increase in our rate of pay effective April 16, which should be very welcome to all. The added amount you will receive in three months, or one quarter, will pay your dues for two quarters, or the increase you will receive for one year will pay two years' dues. Now there really should be no reason whatsoever for any member not paying his dues—just let the increase take care of it!

Come on up to the next meeting on Thursday, June 13, and you will hear something else that will make you feel good, but no matter what the organization does accomplish it seems there are a few who do not seem to appreciate it enough even to pay their own way but are always ready to chisel from their fellow workers, who are paying their way. But it seems that there are always a few of those—that crash the gate and get in and mingle with the regular fellows.

We have been having some freak weather around Chicago this first half of May. It started out on the first of the month with a record breaking snowstorm and then yesterday, the 14th, the thermometer at my tower registered 94, and today, the 15th, it was 48. I think we will have to pay a call on the weatherman, for with the kind of weather he is dishing out the steel here has gone haywire! One day it is running this way and the next just the other way.

The Milwaukee Road is busy laying new steel and has just completed crossing the C. & N. W. at Grayland and Mayfair, Ill., interlocking plants, and there has and is going to be a lot more laid around this part of the country this summer. Now with all this new steel, which is heavier, being laid, it is all the more reason why maintainers who operate motor cars should be furnished with adequate motor car setoffs. Let's hope the management will start practicing some of the safety it is preaching.

The time is almost here when we will be gathering out at Viani's Grove for Local 130's annual picnic, which is to be held on Sunday, July 21, and the committee is expecting a large crowd and would like to have the cooperation of the members on this day of days to make it a day to be remembered by all. It can be done. Let's make it a happy and pleasant day for all. There will be lots of fun for the children and the older folks too.

JAKE NAGELL.

C. I. & L.

Lodge 91, Lafayette, Ind.

No regular meeting this month, and about all the news I have is about the gang. Best of all, they have two new men; if they can just get two more we will have a full gang—something we haven't had for years. They moved the flashers to the curb at Walnut St., Frankfort, and have three more streets to protect and trap circuits to install later on. During the last month they have put in an air compresser, electric lock, and Erie target at Hammond, installed some parkway for Mason and Adair, and a flasher at State Road 43, Monon. They are at Bedford now to install two flashers, then one at Mitchell, and we hope they have time to do a little construction for yours truly.

Not official yet, but we hear Harry Mason is about to retire. Harry is the only man to stay on the same territory since the blocks were installed in 1911. One of the boys, Ross, said he was "a bum today but a millionaire tomorrow"—that was the day before the Derby; he is still working! Leo is helping Bill Isbell lay steel and cleaning up afterwards. Gorham and Adair, Jr.'s are helpers in the relay shop and on the gang.

We had a stranger on the south end last week. Lane is still griping about Little Jack stealing his powder puff. Jack Adair's and Jack Foley's wives are both doing nicely after their recent illness. Foley, Jr., will be ordained a priest in June.

J. B. HEMPHILL.

C. M. St. P. & P.

Lodge 61, Lines East

Our regular meeting on April 21 at Milwaukee was a very good meeting, and a large one too. Try to make our meetings your place to meet the brothers.

Bro. Hubley has now a 100 per cent crew. He sent me five new members in less than a month, so you see what interest will do. Every signalman will say that this is a fine piece of work.

Stanley Wilson has taken the Burlington maintainer's job. We wish Bro. Wilson success on this new job. Bro. Warn of Brookfield reports that he could not attend our last meeting account of his wife being sick in the hospital. We hope that Mrs. Warn is now recovered. Christ Peterson, better known as Pete, is now the local chairman in the old Northern District. Pete lives at Webster, S.D.

Brothers Hauser and J. T. Dettle will be the delegates to the convention at Denver, Colo., in August of this year. Bro. Wegener is alternate for M. L. Hauser, and Wm. Stevens is alternate for Bro. Dettle.

The medical car is in Cedar Rapids for the purpose of giving the boys the once over. Do not forget to explain to our non-members that we want them in Local 61. It's doing them much good each day and they should be willing to spend a few cents a day for dues. How can any red-blooded signalman be out of step, and not willing to pay his way, when it costs so little? Do not be a sponger, but be a brother for a good cause.

Mc.

C. R. I. & P.

Lodge 17, Kansas City, Mo.

Due to unforeseen circumstances, I didn't get to the meeting on Sunday, the 12th. However, here is some news. Of course we all know by now of our increase in rate of pay, which wasn't as much as we hoped for but anyway it's an increase. I'll bet the non-members accept it too. I will quote a paragraph of Bro. Chappell's letter in reference to the increase: "The increase will apply to about 3800 men and will add approximately $175,000 annually to their compensation. In view of the successful efforts put forth by our organization in behalf of our membership and future efforts to be made, it seems to me there remains no reasonable excuse why anyone working under the scope of our agreement should not be a member of our organization. Let's all do our part in trying to make the Rock Island 100 per cent."

We have one more reinstatement on the 3rd district, which now makes it 100 per cent. We also have four transfers from other locals.

See if we can have a good turnout the next meeting. Come if possible

2305A.

C. St. P. M. & O.

Lodge 168

The second meeting of Local 168 was held in Eau Claire, Wis., with a good turnout and five members coming into the fold. It is expected that at the next meeting some more of the fellows will become a part of our organization. Each member will have to do his level best so we can have some representation, which has been lacking for so long.

The next meeting is to be held June 9 at the St. Francis Hotel in St. Paul, Minn., at 10 a.m. with the question of the contents of our agreement to be settled. Many other things of very much importance are coming up and every member will have to be there to get this thing moving. Contact all the fellows as they are very much welcome to come to our meeting in St. Paul.

GERARD MOLINE.

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Delaware & Hudson

Lodge 147, Saratoga and Champlain Divisions

Foster C. Akins, assistant maintainer at Whitehall, died at the Glens Falls Hospital on April 17 after a short illness. Bro. Akins was formerly of Glens Falls, having been for the past 25 years a signalman on the Saratoga Division, for most of the time on the Glens Falls Branch until this section was consolidated with Fort Edward when he went to Whitehall. He was a fine man and brother and was well liked in all walks of life. He was a very prominent member of the Odd Fellows, having held all the offices in his lodge. He is survived by his wife, Mrs. Ida Akins, one granddaughter and one son-in-law. The funeral was held at Glens Falls on Saturday morning at the First Baptist Church and was largely attended by Saratoga Division signal department officials and delegation of Lodge 147, including Chief Benoit and General Chairman Thompson. Lodge 147 at the regular meeting on April 21 voted resolutions of respect on the death of Bro. Akins and a committee was appointed to make them and send a copy to his widow.

We are very sorry to report the death in April of Mr. McKinstry, for many years chief clerk to the signal engineer, and we extend to his family our sympathy in their loss.

There was plenty of business at the April meeting, and if any of the brothers were not able to attend, it is their loss as much that concerns us all was discussed. I would suggest that more brothers try to attend.

The new roster is out on May 1 and ready for approval, which is another reminder that we are all getting older as we note the passing of some brothers and others being retired.

Bro. Miner, assistant chief maintainer at Fort Edward, was injured when his motor car jumped the track recently; but from information I am able to get at this time it was not a serious injury. We all extend our best wishes that he will soon recover.

The regular May meeting will be held on May 19 at Whitehall and we hope a good crowd is there as we know our general chairman will have some information for us.

R.

D. & R. G. W.

Lodge 24

All the work has ceased for a while on the Rio Grande and all we have left of the signal gangs is one small gang consisting of five men. Smith was the foreman at my last report. They are around Mack, Colo., and headed toward Utah.

"Bert" Asnicar returned to Thompson, where he was the successful bidder on the maintainer's job there. Echard was the high bidder for Salt Lake. Savely decided he would rather have Cannon City instead of Glenwood Springs, so now Glenwood Springs is up for bid. Ken Williams ended up at Tennessee Pass during all the bumping.

I suppose all the boys will be celebrating on the 2c raise.

At present I think this will be my last article in the *Journal*, so why don't some of you try to have a writing in my place? I am working with the Santa Fe so will be looking for it.

O. V. PEELER.

Elgin, Joliet & Eastern

Lodge 97, Joliet, Ill.

You fellows no doubt noticed that our railroad made the cover on the last month's issue, the picture showing the "J" local at Lake Zurich. The picture also shows two of the new SA blocks installed on the "J" during 1937. This block system installed between Barrington and Rondout is one of the most modern systems for single track signaling in the country.

For the benefit of you fellows who have 5A switch machines on your plant, Dave Letts and I have removed the clutches from some of our 5A's and found that the fibre and metal plates were covered with a film of oil. These clutches had been repaired but we found that we still had trouble with oil seeping in. About the only solution seems to be that when you oil the machine you will have to oil the clutch very sparingly, otherwise the clutch will take in oil and begin to slip. We'll let you know later how we make out at Griffith.

Nils and his gang have moved to Ivanhoe to repair Willard "Pewee" Norton's territory. Art Edson returned to Nils' gang when Norton came back to work. This move bumped John Limacher out of the gang. This leaves Nils with Adelsperger and Jensen as signalmen and Art Edson as the only assistant.

The fellows in the Joliet region engaged in the "J" bowling tournament but I can't tell you how it turned out because the boys didn't say anything, so evidently they didn't fare so well.

On the West End, Bill and his gang have moved to Spaulding to do work on Hank Galski's territory. It probably won't be long before Bill moves to Leithton to make the changes on the plant. You fellows probably noticed the list of proposed changes in last month's issue of the *Journal*. Bill still has Gauger and Gant as his only two men, both being signalmen.

Don't forget those buttons and also the next meeting, and here's hoping that the boys in Europe keep the skirmish in their own back yard.

HOWARD DIETER.

Erie Railroad

Lodge 45, Main Line Division

The regular meeting of Local 45 was held at Steuben Hall, Paterson, N.J., Tuesday evening, April 16, with Chief Wm. Gosling presiding.

Our brother chief is very busy again, as it's time for banquets, and arrangements are being made for a banquet to be held on Saturday evening, May 25th. Signalmen, their wives and friends are invited to attend. As at previous banquets all will have an enjoyable evening.

The signal gang was busy repairing pole line and installing new switch at BR Tower Crexton, N.J. The new switch is off the east-bound G.L. into the rock pile. Previously the rock was hoisted into cars by crane located at top of rock pile. This arrangement was not safe and the new switch was installed at the bottom of rock pile. The gang will have plenty of work at BR starting some time in June. New rail will be laid on four tracks and relocating eight E.-P. switches are included in the new rail program.

J. Hartenvelt, assistant signal maintainer, has worked himself up and is being used as emergency maintainer filling open positions while up for bid, Jack now is working at Pompton Jct. N.Y.S.&W. and previously was at Passaic Jct. and XW interlocking.

The third quarter is about here. Better see Jack; he has it. Will be seeing you all at Stueben Hall next meeting, June 18.

R. J. J.

Grand Trunk Western

Lodge 14, Chicago Division

By the time this is delivered and read you will probably be reading the face of your first six-day-a-week check! A slight correction over the crossing protection mentioned in last month's *Journal* for the Waverly Park crossing west of Lansing: The flashers are to augment a set of half-arm automatic gates. Some further dope on Trowbridge Interlocker has it that the P.M. passing track switch is to be moved outside the plant and the Grand Trunk E. B. home signal will be set on the plant side of the transfer track rather than outside as it is now located. I was privileged to listen in on a very technical discussion of the relative merits of the various indicator systems that could be used on a motor car to good advantage.

The only gang movement I know of at the moment is that of Bro. Pittinger's mechanical gang moving from Lansing to Vicksburg. I can't help but wonder how Ernie Trimble is making out on H. S. Murkin's outfit, as I have not seen him since he returned to work some four or five weeks ago.

I understand that there is to be half a dozen eight-inch circular saw outfits made to be spread up and down the line at different points in the near future.

SILENT HUGHES.

Great Northern

Lodge 154, Eastern District

The gangs got under way around the first of May with a bang, using up all the men on the construction list. Carl Bottolfsen and his gang on the Mesabi Division were started out the latter part of April, also the summer maintainers were put on about the same time. C. E. Anderson is going to So. Hibbing and Tony

Larson is taking the job at Superior. The gang at Lester, Iowa, with Fritz Ottoson as foreman, went into action the first of May, as also did a gang of four men at Robinsdale. They moved some crossing signals there and a few other jobs for W. Meiers, then moved to Mississippi St. where they are at present and will be for some time.

VIC. ANDERSON.

Central District

Bro. Sundvik has taken out his usual yearly card and now that Bro. Rodgers has reinstated we are once again within striking distance of the 100 percent membership on this district. Only one maintainer is keeping us off the honored list. Even three wage increases during the past three years seems to mean nothing to some signalmen, but it is gratifying to know that the big majority do appreciate what has been accomplished and the only way this appreciation can be shown is by carrying a paid-up card at all times.

W. E. Williams, signal maintainer at Eureka, and Bro. Rodgers, of Libby, are to be furnished new Fairmont motor cars and this will take out of service the last of the Adams motor cars used on the Central District. If only we had some motor car set-offs everything would be fine.

Now that all members are receiving their copy of *Labor*, make good use of it by passing yours on to a friend when through reading it. D. W. McGuiness and family enjoyed a week's vacation during which time they visited friends and relatives in North and South Dakota. Bro. McGuiness' father made the return trip with them and will spend the summer at Summit. D. A. Gilchrist relieved at Summit and he was relieved by Lyle Schermerhorn. Bro. Zimmer and family took in the music festival at Havre and R. Gilchrist did the relieving at Olney. Bro. Parks reports that 112-pound steel is to be laid from Snowden to Bainville this year and that the preliminary work, such as bank widening, is well under way. It looks like a good year for our extra men and this is what we all want to see. With very few exceptions the extra men have turned in their withdrawal cards.

In bringing our news items to a close for this month, let us extend a vote of thanks to Grand Lodge for the very fine job they did in securing the increase of 2 cents per hour for all signal department employees, effective April 16. Our hats are off to Bro. Lyon, et al, and we shall show our appreciation by resolving to always carry with us a paid up B.R.S. of A. card. Let us as members remember that it takes less than one-third of this increase to pay for this card.

H. M. GEE.

Western District

Bro. Maxwell, signal maintainer at Vancouver, B.C., received the sad news that his brother was killed in an auto accident in California. Art Nelson is relieving at Vancouver while Bro. Maxwell is in California. We extend our sincere sympathy to Bro. Maxwell.

M. Colgren received the sad news while working here at Ephrata that his mother, who was quite an elderly lady, fell and broke her hip. A few days later she passed away in a Spokane Hospital. We extend Bro. Colgren our sincere sympathy in his great loss.

Al. Holm has his gang at the present

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time at Lowell, which is close to Everett, Wash. Just where they go from there I don't know at the present time. Emery Corbett, I understand, is in business in Bonners Ferry, Idaho, and has given up his rights on the Western District. We wish Bro. Corbett the best of luck in his business enterprise. Emery is a son of Maintainer Corbett at Laclede, Idaho.

Well the crops look good out this way and business on the G.N. is keeping up in good shape. The fruit trees are loaded with fruit setting on, and it looks now as though things in general are going to be fine. We have had more rain this spring than in many years past, and the farmers have a smile that looks like a wave on a mug of beer on a hot day.

How about the Eastern seniority list? Everyone satisfied? If not, better write in soon as possible. Be sure you are buttoned up too! 5 B's!

EVERETT B. LUSE.

Hudson and Manhattan

Lodge 60, Hoboken, N. J.

Our regular meeting held on May 10 was both very interesting and well attended. At the morning session George Callahan received a warm welcome and congratulations on his recovery from the accident which has caused his absence from our midst.

There was a general discussion on the proposed creation of a test gang which is due most any time now. Their duties, methods of working, etc., were gone over pro and con. It is believed that another man may be hired as our present force is kept busy with maintenance.

Bro. Collins, who had been pinch hitting for Bro. Callahan at 33rd St., is now on the midnight on a temporary assignment. Now that the good weather is here the general topic of conversation is farms, bungalows, and, sad to say, no boats. What a summer to be at exclusive Hamilton Beach without a boat! Everybody is happy to hear that Bro. Berry's baby is completely recovered from her operation.

Our general chairman gave a detailed report on the doings of the committee for the past month. Their duties keep them fairly busy, and a few more at the meetings would not only mean encouragement to them but would mean a better understanding among our members of our situation at this time.

The afternoon session was well attended and was quite interesting. Our assistant editor of the *Signalman's Journal*, E. A. Moore, was present and after the meeting was escorted around the railroad by our worthy chief, Ray Cheston, who showed Bro. Moore enough to cause him to try to obtain some pictures and other data about our "Biggest Little Railroad."

H. McKOWNE.

Illinois Central

Lodge 81, Illinois Division

R. R. Louder, formerly signal foreman, bid in the testman's position; Bill Lyons, formerly maintainer at Kankakee, bid in the position as signal foreman; C. B. Vincent, signalman, bid in the Kankakee maintainer's position but at this writing I notice it is up for bid again. I guess old C. B. likes the gang work best. There are about eight helpers' jobs on bulletin for temporary work with maintainers, Champaign south. H. Scoles just finished replacing flasher at Onarga account being demolished by truck, also completing spring switch installation at Coal Shutes; Jigger Mayhood is the proud owner of a new Dodge auto.

Foreman Scoles is figuring on getting a larger hat now—he has a new Fairmont M14 for his gang. The writer also has a new M59, but I'll take the M9 for mine. Of course all the Fairmonts are real motor cars according to reports of our maintainers on the Illinois Division.

New flasher signals are being installed at Buckley. Bro. Richards was off two weeks on account of sickness. Bro. Parker, Jr. was in I.C. Hospital. I hope he will be out to work soon.

AL GRILLS.

M. St. P. & S. Ste. M.

Lodge 6

The regular quarterly meeting of Lodge 6 was held at Oshkosh, Wis., on April 14, and from the reports I get it was very well attended. Several matters of importance were taken care of, among them the electing of a delegate to the Convention of Grand Lodge to be held in Denver in August. R. A. Potter was elected as delegate and I was elected as the alternate.

Several weeks ago Signal Engineer J. R. Smith was severely injured at Neenah, Wis., while riding one of the time freights. So far, I have not heard exactly how the accident happened, but I know that all will be glad to know that he is getting along as well as can be expected and before many months will again be up and around on the job.

We recently had a letter from C. A. Smith, retired signal inspector, now in California. Both Mrs. Smith and Charlev are enjoying California to the utmost. They do not expect to come North and East this summer but intend to travel up the West Coast, taking in the Fair, and on up to Portland and then back to California for the winter.

From reports, the boys in the crew are looking forward to a busy season again and are busy at work now. Bro. Block is again in charge of the crew. The maintainers will also have plenty of extra work on their districts if reports I hear are correct.

The two cents per hour increase in pay recently received will be appreciated by all I am sure. Grand Lodge deserves a vote of thanks in obtaining this increase.

Everyone who can possibly leave his district should start planning now to attend the next quarterly meeting on July 14 on Bro. Stanek's district, very likely at Waukesha. Let's make this a real meeting as the last meeting on Bro. Stanek's district was very poorly attended. I know of no one who is any more faithful in attending meetings than Bro. Stanek, so plan now to get to this meeting even though it may mean some inconvenience to you.

How about another family get-together soon? As a suggestion, you all know the weather in the Indianhead country during the first part of October is usually quite nice, so how about holding the October meeting in Superior, Wis., and bringing the families?

As the fishing season will soon be open, you probably will not see any news from Lodge 6 until after snow starts to fall as I intend to do a bit of fishing if at all possible.

E. THAEMERT.

N. Y. C. Lines West

Lodge 28, M. C., Western Division

Local 28 held its regular meeting on March 31 with a good attendance. Bro. Doble was there with his usual interesting news from the system. The following brothers were admitted by transfer cards from the West End: C. U. Eames, J. C. Rupert, F. C. Seibert, R. Fogle, A. L. Schmidt, C. A. Porsoska, and LeRoy Biller.

Bro. Schonbok and his gang have completed the installation of flashlight signals at Three Rivers and the set of automatic gates at Battle Creek, also installed trap circuits at Nichols interlocker. They are now moving the relays from the tower into a relay house at Albion. Some of the men are repairing on the new steel west of Albion. There are several new installations of flashing light signals and a large program of removing the flashing light signal abutments from the center of the streets and installing the signals on the side of the street now being worked on, giving employment to all our furloughed men and several new men.

W. A. Warner has returned to work after being off with a broken foot. F. M. Hayden is on the sick list.

Lodge 83, Elkhart, Ind.

Several of the boys on the furloughed list of the shop are now working on the gang temporarily. We sure wish they were on permanent.

On May 10 about 35 members of the signal and track departments gave a party in honor of R. C. Montgomery, who retired on account of disability. The party was held at the Boy Scout Cabin east of Elkhart. Supervisor of Signals Inwood acted as toastmaster and called upon a number of Ray's old friends who gave short talks, some of which caused Ray to squirm a little. Ray was presented with a gift by the boys after a picnic dinner was served. I'm sure we all wish Ray a long, healthful, and happy retirement.

As the weather gets warmer news seems to get harder to find. I understand our chief is going to attempt a fishing trip if possible. We hear that one of our brothers who traded his second shift job for a first, one day had to have a lantern

Change of Address

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taken away from him three or four times.

Don't forget the picnic on July 28 at North Liberty, Ind. It is open to all signal department employees either on the N. Y. C. or other roads.

KAYO.

Lodge 96, Cleveland, Ohio

We had the pleasure of acting favorably on three reinstatements at our last meeting, two from C.T. and one from the Cleveland Division. We understand we may receive a few more shortly. I hope we will see you fellows at the meetings regularly. No organization can really prosper merely by having a bunch of paid-up members. Interested and active members are the backbone of any propressive organiaztion. After all, you fellows are investing your money in the B. R. S. of A. and one sure way of protecting that investment and receiving interest on it is to be an active member.

J. F. Pinniger's gang will be at Marcy during the best part of May and then will move on to Bay Junction. We understand there is plenty of signal work going on at present.

1655.

Northern Pacific

Lodge 87, Eastern District

We are sorry to report the passing of E. R. Morrison, who died at the N.P. Hospital, Glendive, Mont., April 13. Funeral services were held at Billings, Mont., April 15. He retired from active signal service in the fall of 1937, at which time he was signal maintainer at Rosebud, Mont. He came to the Northern Pacific Railroad in 1918 from Camp Douglas, Wis., where he was employed by the Omaha Railroad as signal maintainer. He first entered signal service on the C. & E. I., at Chicago, Ill. After his retirement he made his home at Joliet, Mont., where he operated a filling station with the assistance of his family. Mrs. Morrison sent a card of thanks to Local 87 for the floral offering.

Bro. Scully sends his thanks to the local for the bouquet of flowers sent him during his illness in the Glendive hospital.

Considerable construction work is going on. Bro. Groth's gang is at Hysham putting in parkway cable behind steel relay. Bro. Sworder is in charge of a crew at Manhattan on some signal changes. The East of the Eastern District has a large construction crew in charge of Bro. Kaeli, who was appointed construction foreman. Bro. Lee is serving as gang foreman in the gang. When last heard of, they were up around Duluth making changes on drawbridge signals. Bro. Schoell received the temporary assignment at St. Anthony Park during the absence of Bro. Kaeli. Bro. Trossen is taking care of the assistant's duties there.

Successful meetings were recently held at Miles City, Livingston, and Tacoma, Wash. At our Livingston meeting we had a very good turnout. Much is always gained at a meeting where the attendance is good.

It was the unanimous opinion of the brothers at the Livingston meeting that we should begin work on formulating a new agreement. Our present agreement was made seventeen years ago and should be brought up to date. I have received a new basic agreement from Grand Lodge, and one from the North Western and am writing to several other railroads that have received new agreements in the past year. This, together with ideas coming from our own members, should give valuable information for use in formulating our new agreement.

Now that we have received a two cent per hour wage increase in the Western region we should have some more reinstatements as the local will need to build up its funds to finance a new agreement. It will take the cooperation of every member and a good committee to bring this to a conclusion.

H.M.W.

Pacific Electric

Lodge 100, Los Angeles, Calif.

Local 100 held its regular monthly meeting for the month of May in San Bernardino. A larger attendance was expected but some of the regular members had to work either that night or the following day, Sunday. The meeting got under way early in order to give the members ample time for discussions and to make their way back to Los Angeles on the last train. The boys in San Bernardino are always glad to see their Los Angeles brothers in their home town, and these meetings were arranged because the members of the Eastern Division are always well represented at the meetings in Los Angeles.

F. Brac got home early and avoided the police traps that so many of the others fell into, but they all came through without any tickets to appear. The meeting was a very interesting one, and several

articles concerning railroad brotherhoods were read, and it is hoped the members followed the advice these communications carried.

The gang is busy these days fixing up Walt's tower and several other jobs that have got to be done right away. The new members of the signal department have all made a start in paying their dues and it is hoped will be full fledged members in the near future. The members of the signal department have all had a good record in the organization up to now and it is expected this condition will always exist as the organization in Local 100 is very strong and non-members are not allowed to string along without the officers of the lodge having little talks with them in an effort to bring them into the fold.

John Huber, signal maintainer at Walt's tower, has been up at the meetings quite regularly lately and intends to get back into harness again and take an active part in the local in the near future. Lee Cash has promised to send in a photo of his new truck along with the truck's personnel, but up to date the photo has not arrived. Perhaps F. Periard will oblige. Kindly send in your dues and oblige.

L. B. C.

Pennsylvania Railroad

Lodge 25, New York Division

Sunday, May 12, at WR Tower, Journal Square, we had about a three-hour tie-up of trains owing to the 3rd rail propulsion current geeting mixed up with our air line, causing a bad short circuit which practically put out of business all signal and switch apparatus at this interlocking. But thanks to the very quick call of signalmen who, I might say, worked extremely hard, the switches and signals were got to working.

I often wonder, if people could only realize the importance of signalmen after a short circuit and cable fire! Every single wire and cable has to be meggered to make sure that every wire is one hundred per cent perfect. The signal department cannot take any chances like can be taken on a lighting circuit because we must take every precaution of a clear failure happening, such as a switch being thrown under a train or a signal showing clear when it should show red. That is the difference between men working on signal circuits and men working on ordinary circuits!

Our banquet for three of our recently retired brothers, Bill Marcy, Jack Garvey, Ike Sundheimer, was to be held Saturday, May 25, at Yanchs Restaurant, 42 Commerce Street, Newark, N.J.

Another one of our boys, Bill Kennedy is retiring. Bill is a member of Local 102 and a mighty fine fellow. Yours truly worked with him on construction work some years ago and always found him one of the best. We members from Local 25 wish him well.

Bob Stewart, chief signalman from Local 102, has his car all polished up for the summer. Bob says it is hitting on all twelve cylinders.

Someone has been getting into the lockers around N. Y. Terminal so Al King is going to do some Sherlock Holmes work. So watch out; Al will get you! It just seems W. R. can't do without its old pal Walter Edwards. He was back working around there after the recent fire. We had also our old pal Freddie Wolf and also our good blacksmith Cris Logan. Very sad circumstances came to George Jaques, our megger inspector, this past week in the loss of his dear mother. Local 25 extends its heartfelt sympathy in his bereavement.

I have quite a few first quarter cards on hand and would appreciate it very much if you boys would come forward and take them away from me. Don't forget, you can make this financial secretary's job much easier for me by paying your dues on time. Two months after the current quarter, you are not in good standing so will the wives please check up on their husbands' cards?

Don't forget our meeting night is always on the second Friday of each month.

JIM BUCKLEY.

Lodge 62, Pittsburgh Division

We held our regular meeting at the Hotel Ritz on the first Tuesday of May. Our usual faithful members were present, which always insures anyone a very interesting evening. I only wish we were able to induce some of the other members to come more regularly as we always have something coming up that concerns all signal department employees. We are holding an election for delegates to the Convention and that should be enough to have all members present to insure the proper man being elected.

No doubt you have all been informed that the management is recounting units on different sections and has reduced the rate of pay in some cases, so be sure and check your units to insure that you are not being reduced unless justified.

I understand that some of the employees who are arriving at the age required for retirement are making application and some others who are disabled are also trying for retirement. This should be encouraging to the younger employees as it will create more positions when these men retire.

There are still some of our boys not working, but we hope things will open up soon and they will be called back.

If any member wishes to remit his dues he should send them to F. E. Dickey, 144 Lloyd St., Edgewood, Pa. This is one way to get a smile on Fred's face as he hates to send notices to delinquent members.

W. A. FORTUNE.

Lodge 102, New York Division

At our regular meeting held last night we honored two of our brothers who have gone on the retirement list, the same being Jack Keenan and William Kennedy. Bro. Keenan was maintainer at "HU" tower, Metuchen, some years ago, afterward working at "DX", Rahway, and at the time of retirement was in the construction gang at Trenton. Bro. Kennedy was one of the old-timers of the Trenton gang, working his way up to assistant foreman and for the past fifteen years he has been holding the position of relay inspector at Trenton. "Scoop," as we all call him, was a real mechanic and could fix anything—always had a smile and never a grumble, and his presence and good fellowship will be missed by the men who were his co-workers.

Bro. Banks, who was master of ceremonies at this affair and who knows Scoop better than some of us, touched on some of the high spots of Scoop's career and by the stories he told, Scoop has had a very busy life, and we hope he will not let down too fast. We wish for him and Bro. Keenan a long and happy retirement.

Our supervisor, C. M. Wallace, and assistant supervisor, W. C. McConnell, were among the invited guests, and we are always happy to have them join with us in these get-togethers. Mr. Wallace worked for Scoop when he was serving his apprenticeship. The other invited guests were John Pennington (whose age is 85 although he looks the same as when he retired), Joseph Healey, Harry Taggert, Robert Morris, William Glover, Andy Wevat, Albert Nutt, all retired members of Local 102, and believe me they all look fine and seem to be enjoying themselves. We were glad to have J. K. Fisher and Chief Neary of Local 25, Newark.

We were glad to see so many of the brothers turn out. It looked like old times. There was one familiar face missing in the person of Jesse Clark. I hear he was busy in Chicago so we will excuse him this time.

Bro. Cope and his social committee did their stuff again as usual. This committee has been working together for the last fifteen years, which I think is or ought to be some kind of a record.

Local 25 is having a dinner for some of their retired members on May 25. We wish them success. I hear some of the 102 boys are planning to be there.

There was quite a commotion in one corner of the room and on investigating we found Mr. Wallace, Bill Glover, Bob Morris, and Steve Banks rebuilding the old high tension line between Morrisville and Bristol. I think they had it almost ready to turn the power on when they broke it up.

We are pleased to see some of the boys coming back from furlough. We only hope it continues for there are quite a few to come back yet. We are pleased to see some of the furloughed brothers working in the operating department and wish them lots of success.

J. E. M.

Pere Marquette

Lodge 123

The evening of Saturday, April 27, was marked by an event, the significance of which was indelibly impressed upon the minds of twenty-six employees of the signal department of the P. M. Railway Company. They assembled at the Home Tea Room on Lafayette Ave., in Grand Rapids, for an evening of social enjoyment and to commemorate the retirement of Charles De Foe, Charles Caster, William Manglitz, and James Richards, all of whom in the aggregate, it was pointed out, have had one hundred and forty-four years service with the P. M.

After a sumptuous repast around the banquet board, Supervisor of Signals R. Ross called the meeting to order and in a few well chosen words gave an outline of the forthcoming proceedings of the evening, the first of which was to call on Mr. Henry Higley, his clerk, to act as toastmaster. He at once indicated that each member present be required to contribute something, such as a brief talk, a story, a song, or to whistle for entertainment and edification of the assemblage present. There being no volunteers in the musical line, the meeting was devoted to brief addresses and to reminiscence. It was at once apparent to all that the promoters of this meeting had done a good and efficient job, for which we were all grateful. We sincerely hope that this marks the beginning of a series of get-together meetings in the future.

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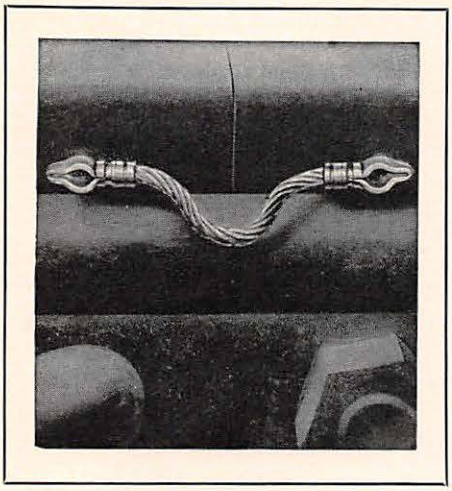

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The four retired members were presented with appropriate tokens of friendship by the committee. Owing to the long association existing between our signal supervisor and Charles Caster, foreman of construction, the former took it upon himself to make the presentation to Mr. Caster in person, accompanied by words of praise and appreciation for the long and efficient service he had rendered to the railway company, and incidentally, the friendly repartee indulged in between the two created plenty of amusement for all present.

Our esteemed and worthy Bro. Charles De Foe, who, by the way, is only eighty years of age, in his address to the craft had the temerity to state that he could go out and do as good a job of signal work as some of the younger men. Well, let us hope that this is no exaggeration on his part.

An outstanding feature of the evening entertainment was the presentation by the financial secretary of the Valley City Local 123, Carl Baklaar, to William Manglitz (the latest member to retire) of his lifetime membership card.

It is to be regretted that the absent employees of the signal department could not have been present to join us in the festivities of the evening. However, this privilege will be accorded them at some future time.

It is the opinion of the writer that death alone is not essential to bring forth contributions of kind words, which was exemplified by the many expressions of congratulations and well wishes extended to all four retired employees. It was conceded by all present that the evening had been well spent and a great success in keeping with every good cause launched by the signal department members.

JAMES RICHARD.

Reading Company

Lodge 26, Reading, Pa.

Brothers, don't forget during the summer months we are only having one meeting night, the fourth Monday of the month. We are expecting to see you, as there is always something of interest, especially our new agreement, which Bro. Blatt expects to finish up this summer. Our general chairman did another good deed for the brothers, and that is the return of the second trick positions to interlocking plants on holidays, so there goes another home run for our organization. Let the management put the pill where we want it and out over the fence it goes for more members. Did you ever see a ball game where the players didn't cooperate one with one another? If you did, you left the grounds plenty mad. Local 26 has an organization—with each brother working for the interest of his fellow worker—and we are proud of it.

The banquet held on April 20 sure will be remembered. Everybody was pleased and had a very pleasant evening. I was told several of the brothers' wives were watching their husbands rather close. Mrs. J. J. Gately, was sure watching John, and Mrs. Harold Borrell had both eyes on her mate, not part of the evening but until they arrived home. Richard Zieber spent most of the early morning hours walking around the lobby hunting for his hat. His girl friend said, "Let's go home. It's 4:30 a.m. now. You left your hat at our place on the table. Why didn't you say something sooner?"

Signal Foreman William J. Tipton was passing out cigars the other day with a card attached, "MY BIRTHDAY TODAY."

Don't let the hot weather keep you away from the meetings. The next one is on June 24.

P. WEIDENHAMMER.

Lodge 53, Philadelphia Division

The meeting held on April 16 was well attended and interesting, topped with buns and coffee by Bro. Kreasky and assistants. Grand Vice President D. C. Cone, who has recovered from a recent illness, was with us. A very interesting talk was given by him on Grand Lodge activities. A national movement is being conducted, with our Brotherhood participating, to bring about a two weeks vacation for railroad employees—a united front to help railroad industry combat unfair competition with organized labor assisting management. We hope that he and other Grand Lodge officials will visit us often to enlighten us on matters that are being conducted for our good. Too often we only think of local items, forgetting important matters being accomplished by Grand Lodge.

Howard Righter was voted in with pleasure. We hope he will enjoy all that the local offers and note any improvements that will make our Brotherhood better. Our financial secretary, Jimmy Gordon, will be our delegate to the Convention in Denver. A very generous offer was proffered by Jim as he is contemplating a trip to the West this summer and will arrange to represent Local 53 at a

greatly reduced expense to our local. Hen Donnell resigned as recording secretary due to working middle trick. A close race for the unfinished term was staged by Al Henry and Stan Freed. Stan nosed out Al by a few votes.

Our representatives D. C. Cone and B. Blatt are still working with the management on the new agreement. At our last meeting it was reported that they expected to finish the first reading, then return to matters held in abeyance.

As this write-up appears in the June issue, it brings thoughts of outdoor activity. In short, it's time to start planning our picnic. As we had great success last year, we know another enjoyable day is possible. Get your suggestions together and let's have them.

I hope all concerned have seen in the *Journal* or received notice of change of meeting place. The post cards sent out were made up by our general chairman on the machine owned jointly by Locals 26 and 53.

LES BRANYAN.

St. Louis Terminal

Lodge 132

Another of the good old-timers has retired under the provisions of the Railroad Retirement Act, none other than that good old warhorse Jacob Nelson, who has been with the company for nearly thirty years and with the union ever since he was entitled to join. Jack, as he was affectionately known by all, was one of the best members we ever had—of a quiet disposition he was always prompt in the payment of his local dues and his hand was always in his pocket, ever ready to meet the desires of those less fortunate. The local will give a farewell party in Jack's honor the evening of May 22 and all are expected to attend.

All of our retired members are doing as well as could be expected. We sure wish those veterans of other days would all get together and attend one of our meetings. While an invitation is not necessary, we do hope those good retired members of ours will read those few lines and attend our meetings. This is a special invitation to Brothers Shaughnessy, O'Connell, Wulff, Freese, Gemeinhardt, Holliday, Sams, and any that we might have inadvertently overlooked, to come and be with us when they can and where they can. The door will always be open as wide as our hearts.

The local is saddened to learn that Brothers Buhrer (Black Fritz), retired, and John DeFend have lost their wives. To them we extend our sincere sympathy.

Bro. Pauley bid from the mechanical gang to a day maintainer's position at Valley Junction. Bro. Marko bid from mechanical relief to second at North Market St. Bro. Wamboldt bid off third trick relief electrical to second trick relief electro-pneumatic. The Terminal is still making many and varied changes. It keeps our construction forces hippety-hopping from here to there. Eddie Bubla is in the mechanical gang, his regular position, after a varied career of many months filling in here and there.

Let it be known far and wide to all who thrill at the trumpet's call and watch with bated breath the swift moving animals in the sport of the rich that Harry Warfield for the first time in twenty-nine tries finally picked the winner of the Kentucky Derby. Some are unkind enough to say he was tipped off by Bro. Perrion, the leverman-operator at Granite City Tower.

Eddie Schmidt, the top "keagler" in the Terminal bowling league, is not the tops any more, being supplanted by Jay Bland who won the medal for individual high, three game high and seasonal average. Eddie was just one point behind Jay, much to the satisfaction of the levermen but greatly to the chagrin of the signalmen, who were all boosting for technical Ed, the man who shoots the premier jitter bug ball. Jay had an average of 186 and Eddie 185, which is good bowling in any man's league.

Brother Black of the operators resigned as general chairman, and his place has been taken by Bro. McCormick who may be found at Union Station. Joe Wild was too sick to attend our last meeting. Joe is our worthy chief and fifty-one per cent of the "Budweiser" Railroad signal department. Burr Short was off several weeks with fractured ribs, having fallen down the basement steps at home. For safety's sake, have no basement, as statistics reveal that one-fourth of the signalmen's accidents occur either coming from or going into basements. That is a base statement, but look it up.

The boys were pleased with their two cent raise but they still feel that the largest Terminal in the world should lead all others, not follow.

Our congratulations are extended to Joe Quinn of the O.R.T. who has been promoted to dispatcher on the West. Joe is known and well liked by all our men and we know he is going to be just one swell dispatcher from every angle. Eddie O'Keefe is attempting to organize a soft ball team. Well this year with the young fellows he ought to make a go of it. Martin Gemeinhardt has gained ten pounds since the baseball season opened. His beloved Browns are ahead of the Yankees, which is something even this early in the season.

J. A. PAULEY.

Southern Railway

Lodge 49, Lines West

Local 49 met Sunday, May 12, at the old familiar place, Grand Hotel, Chattanooga, Tenn. We were in session from 1:20 p.m. C.S.T. until 3:30 p.m. For a period of 2 hours and 10 minutes during this session there were many important transactions and the results were pleasing and very valuable to all the B. R. S. of A. members. All assisted in carrying through the regular routine of business.

M. W. Roberts from a way down on the N. O. & N. E. R. R. was present, and I learned that every signalman on the N. O. & N. E. was paid up to date with the exception of only two men in the signal department. That's mighty fine, boys, and oh how I do wish those two would join the balance of us in our just cause and permit me to place that division on the 100 per cent list and advertise it through the *Journal*, as the Columbia Division is and has been for some time.

E. F. Thomas is on the sick list and unable to carry on his duties as leading signalman on the A. G. S. R. R. We all wish for him a quick recovery and a hasteback to his job. Jack Pase is better but not enough to go back to work. B. J. Thompson was present at this meeting. He is signal maintainer from York, Ala., and he was looking like a prize fighter with his picture of perfect health very noticeable.

H. A. Jackson, from Cordele, Ga., G. S. & F. Ry., was the sole representative from that division. Those who know Jackson best are familiar with his by-word "Fellow." He always seems to take things as they come, good or bad. Bro. Jackson represents the G. S. & F. quite often.

General chairman, T. H. Gregg, was on hand with lots of news for everybody. He also gave a little hint that the new agreement was closing in to such a point as to indicate that we would know something more about its outcome soon. You realize it requires time to accomplish such tedious legislation as a new contract calls for. The one we have is worn out and obsolete; therefore we are willing to be patient and wait for the newer model which will contain more modern requirements of the present day working conditions.

WOODY.

Lodge 110, Lines East

The next regular meeting of Local 110 will be held on July 7 at Charlotte, N. C. We hope as many as can will attend this meeting.

T. H. GREGG.

Southern Pacific

Lodge 92, Oakland, Calif.

The meetings have been very enjoyable lately as we have what Bill Quinn calls a "rough and ready" local chairman. He sure has something on the ball, what I mean. Tells you plenty and never pulls his punches. Always on the job after the grievances to have them thrashed out to everyone's satisfaction.

The town gang, known as the heavy and light gang, are very busy these days installing new gage plates as well as new switch ties at the various towers, also taking care of other repair work. We have one brother in the town gang who is a one-man gang by himself, known as the "Mad Russian," or "Hold me up Elmer," alias "Ding" to you. The town gang is very well handled by that well known chairman of the banquet Committee, Ralph Baggett, who is the leading signalman.

We had a very enjoyable time at F. S. Starratt's, former signal supervisor of the Western Division, the evening of March 30, as our very efficient recording secretary stated in the May *Journal*. We are having a banquet for F. W. Buhn, assistant signal supervisor of the Western Division, on May 18. Bro. Buhn recently retired and with his family is now enjoying himself in their new home in Haywards, having moved there about two months ago.

Since Mr. Starratt and Bro. Buhn have retired, the Western Division has made a few changes. L. W. Austin has been appointed assistant signal supervisor, headquarters West Oakland, taking Bro. Buhn's place. James J. Peterson goes to Stockton as assistant signal supervisor, taking Frank Moffit's place. Bro. Moffit comes to Oakland as shop foreman of West Oakland signal shop and H. E. Hunteman has been appointed assistant signal supervisor at Fresno.

Now we have a few notes from T. Gilmore of The Fighting 69th. Sez he—"Rough and Ready" Jack Woody has been awarded the day job at the San Francisco Terminal. J. C. Clothier, our A-1 blacksmith, is back on the job. He has been on the sick list. C. M. Lyon and his gang are at Altamont on pole line work. I hear Bro. McConnell, maintainer at Chowchilla, has given up his Boy Scout activity. It takes a young man to keep up with the Boy Scouts. Billy Wilson is still busy keeping the switch controllers and selecter boxes re-

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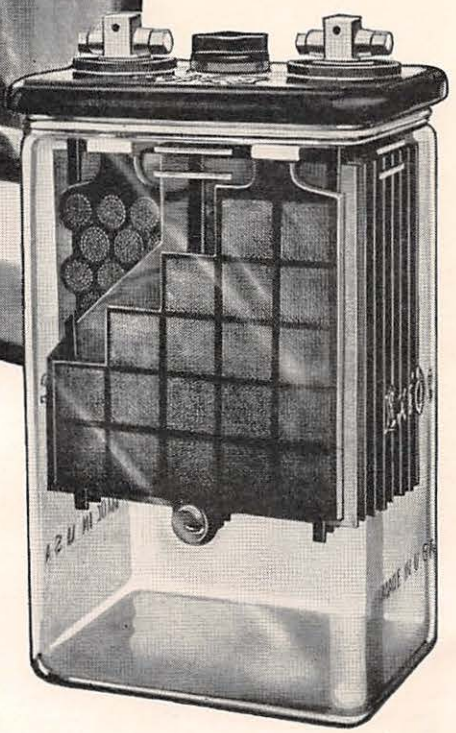

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paired. Says he can count the months now when he will be old enough to retire.

Question! How many of you brothers were asked by your local chairman about electing the general chairman this year by mail ballot? The report that we got was that two local chairmen were for it, eight were opposed, and one was canvassing his membership.

And now in closing, Ray Hansen, the one and only "Boy Tenor" of the signal department, has the following to add. We are planning to have a picnic this summer but the time and place has not yet been decided upon. Watch for the notice in the *Journal*. It is about time that Local 92 does something like that. Let's make it 100 per cent. Hope you like this article.

T. G. and R. H.

Lodge 152, Portland Division

Foreman Rhodes and his gang who have been up at Fields taking care of the signal work on the siding extension at Fields and also on the spurs that have been installed for the tunnel gangs have now moved down to Oakridge where they will clean up some of the work that wasn't finished last summer on some of the siding extension jobs.

The signal repair gang installed an O-SER east and west of Carter, but had to leave before it was cut in service and the Gold Dust twin at Springfield had to finish it. All the assistant signalmen are going to be transferred to different gangs on April 29 so as to get their work rotated. The megger gang is still at Roseburg but Pa Dalen got promoted to foreman and he took over gang No. 1 when N. P. Oathes got promoted to assistant signal supervisor with headquarters at Portland. R. D. Sheary got transferred to San Jose, Calif.

Bro. Kruger has been filling the leading job on the megger gang until it has been bid in, and the boys say it is sure soft for them now as Art does all the work. Bro. Porter, our high altitude maintainer, is wondering how he is going to get home for supper this summer before about 11 p. m. every time he goes down the hill on account of the tunnel gangs that will be in his way.

Speed, Pike and Dynamite are at Armet now following a steel gang on a rail transpose job but will probably be back to Springfield soon, as Bro. Brant says there is lots of work for them to do there.

15248.

Texas & Pacific

Lodge 141, Ft. Worth, Tex.

The annual signal inspection is well under way now and we are expecting the inspectors here in Marshall soon. If the Rio Grande Division doesn't strut their stuff on this inspection, it won't be because they were too busy changing out relays.

J. E. Morris, our general chairman, received notice of a two-cent per hour raise for signal department employees. We also received permission to place six new helpers. As yet only three of them have signed up—R. H. Block of Marshall, Charles D. Campbell of Texarkana, and Ray F. Jackson of Marshall.

L. E. McCall is still in Marshall cleaning up a few details on a very nice job at the depot. He cut the job in service May 7. Mr. Stroud has completed his original job in Louisiana but is still down there on another one.

Jonnie Perry has been permanently transferred to the signal department and he and Harold Alford are at Alexandria on a wiring job. Mr. McGowan is back in Ft. Worth putting in new switch machine plates on the double track between Ft. Worth and Dallas. Pitts is still in Grand Prairie and Alford is in Alexandria.

G. A. Davis, who recently went to the Cotton Belt, evidently didn't find the grass on the other side of the fence so green as it looked. We have word that Mr. Davis is coming back to the T. & P. this morning to take over the Marshall construction job. We are glad to see him back.

WALTER T. POWELL.

Union Pacific Railroad

Lodge 8, Wyoming Division

Men are being called for the color light job, Point of Rocks to Rock Springs, a 35 man gang—that will nearly exhaust our roster. We expect to see the job finished this summer.

I have received some compliments on the set-offs, so the motor car survey made by our general chairman was not made in vain. Some of the set-offs should be a little nearer to the signal locations, but it is said that the set-offs are kept in better shape than they ever have been before. It all helps. Let's hear from some of you.

From the last report I have, the division has gone over the last few months without a personal injury. Let's keep up the careful work. Safety can be fun. Try to be a little more careful than you were yesterday. Perhaps you did not get hurt yesterday but was everything done as safely as it should have been? You are one day older and have one day's more experience; therefore, you should be a little more careful.

Four of our men returned from the L. A. for a few days vacation but are back on the job again. We expect they are headed home by now. I had C. B. B. with me for a few days, also R. D. W. but he only stayed one day—likes Cheyenne better. Bro. Sundberg, who has been off the job for the last few weeks, is in the hospital at Rock Springs. We hope he is able to be back on the job long before this is in print. J. Bartlett is doing the relieving.

Now that the news is officially out that our raise in wages takes effect April 16, 1940, it will be just that much easier for you to keep paid up with your organization. Just remember that the first pay day in the quarter is the time to pay your dues—that way you do not become delinquent. You are not really loyal if you are delinquent, neither to yourself nor to the organization. Now that we on this division are all on the line, let's keep ahead; it is easier on yourself and the secretary.

Bro. Cooke is keeping us posted as to the delinquent members. Let's all keep our names off that sheet. It also saves him lots of work. Next year I will give a darn good fishing outfit to the member on this division paying his yearly dues first, and lo to the last one who gets paid up!

I will be over the division some time in June, I hope. Please have your 3rd quarter cards, or the cash to get them. We want to see a whole gang down to take in part of the Convention, and you can't get near if you don't have an up-to-date clearance card. I have not heard from Fatso for some time. How is he and the switch lamps? Stay with them. He will get relief soon, I hope. The Egrys are not settled yet either.

Lodge 111, Central District

Andrew Christensen bid in the second job recently bulletined in the relay shop; Hanchett bid in the 9th South job in Salt Lake vacated by Christensen; 5th North is open for bids at this time. A. G. Clements, McCammon, has been off sick. Bro. Wiseman is doing the relief work. Fred Elber is relieving at 9th South, Salt Lake until the 5th North job is assigned. L. B. Johnson is relieving Bro. J. M. West at Eaton.

O. L. Hale is sporting a brand new Oldsmobile. George Eldridge has returned from a trip to Los Angeles. Bro. Wiseman relieved him. Glad to report that C. L. Hatton has fully recovered from his recent illness.

We had a gang on for a short time doing some line work in the vicinity of Caldwell, but it is a thing of the past now. Bro. Tate has brought his family out from Denver and is located at Basalt, near Blackfoot.

We had a good meeting on April 21, everyone taking an interest in what was going on, and we believe much good was done. Try to come in to meetings once in a while and get close to the band wagon if you want to know what tune is being played.

J. E. H.

Wabash Railway

Lodge 55

You should have been present at the Montpelier meeting, as one of the good brothers presented a welcome treat to the lodge. H. C. Cook expressed his thanks to the local for the help given him while off duty on account of accident. Brothers F. A. MacKay, D. C. Sigmon, and M. W. Handley were accepted into the fold.

We hear Bro. Flavin has entered into the bonds of holy matrimony. Much success and joy is the wish of the local for Mrs. Flavin and Walter. The big gang is at Orrick, Mo., on the signal job. We hear Catlin to Tolono will be next. Ralph Stone's gang is at Romulus following the steel gang. O. W. Johansen's gang is at Hugo on account of tower burning. T. G. Hyatt's gang is at New Paris. We hear the little Fox stayed over to do some line work. Bro. Watson was assigned to the motor job in the signal shop. C. L. Andrews was assigned to West Lebanon.

If you are not a member of the Protective Fund better find out why you should be from your secretary at once, and this is no joke even if it has been mentioned so much.

Grand Lodge officers and Local 55 wish to express their deepest sympathy to Mrs. J. E. Devaney and family in the passing away of our good and faithful Bro. J. E. Devaney.

I don't suppose any of the non-members failed to accept the increase. Downs and Terry are at Delphi; Ritchie and Messmore at Adrian; Shay and Martin at Orrick; Rice and Stone at Ft. Wayne; Hott and McCord at Danville. I wonder why H. L. Bailey doesn't come to Montpelier meetings.

Again may I say, let's make the Protective Fund 102 per cent on the Wabash. We hope Assistant Signal Engineer P. J. Bangert, Supervisor M. M. Knight, V. G. Shonkwiler, and Geo. Oliver had a nice time at the joint meeting in Kansas City on Sunday, May 5.

5577A.

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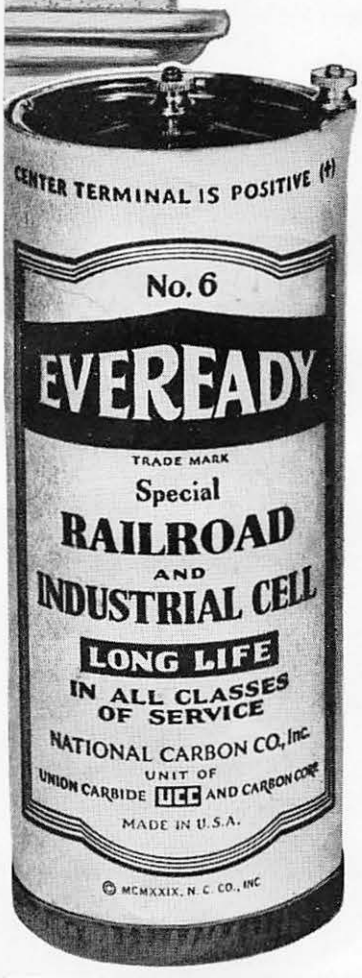

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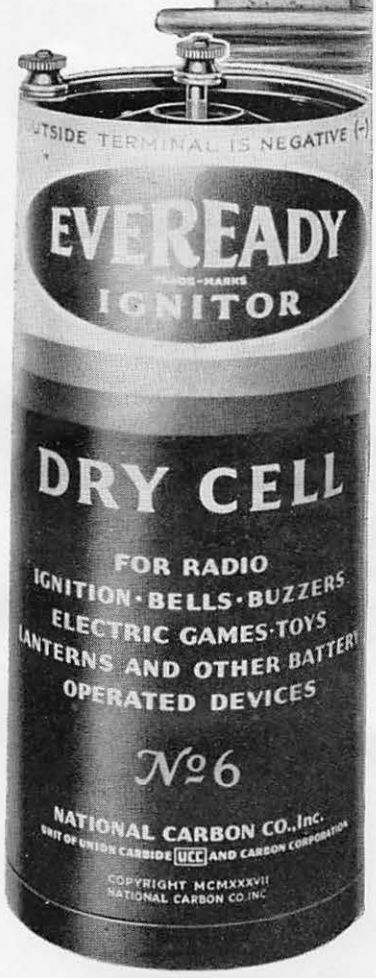

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Suggestions for

RENEWING SOLUTIONS

in

Edison Storage Batteries

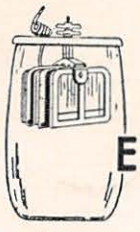
During the long life of Edison Steel-Alkaline Storage Cells in signal services, their solutions may become weakened by age to the point where the specific gravity falls below the established minimum limit of 1.160 at 60 degrees F. solution temperature as covered on page 13 in Instruction Booklet 1040-A. When this condition occurs, the solutions should be renewed as soon as conveniently possible. Low gravity electrolyte results in poor performance of the cells and may cause damage to their plates if allowed to exist for long periods.

The best time for renewing weakened solutions is during the summer months to make sure that the affected cells will be in condition to give the most dependable performance in cold weather when signal batteries should be at their best. It is a good practice when renewing solutions, to remove the cells from their trays so that their outside surfaces can be cleaned and refinished at the same time if necessary. The following procedure is recommended:

1. Discharge the cells at normal rate to .5 volt.
2. Short circuit the cells for at least 2 hours in groups of not more than 5 in series.
3. Pour out and discard the exhausted electrolyte.
4. Fill the cells immediately with Edison Standard RENEWAL Electrolyte, (1.250 specific gravity at 60 deg. F.), to the normal level.
5. Charge the cells at their normal rate for 15 hours. They will then be ready for service.

Following are the weights of renewal electrolyte required for the various types of Edison Storage Cells used for signal operation:

Cell	Lbs.	Cell	Lbs.	Cell	Lbs.	Cell	Lbs.	Cell	Lbs.	Cell	Lbs.
A4	3.13	A7H	7.24	A14	11.01	B2H	1.61	G6	3.60	G11H	8.86
A4H	4.47	A8	5.86	A14H	15.78	B4	1.94	G6H	5.10	G14	7.66
A5	3.60	A8H	8.69	A16	12.33	B4H	3.03	G7	4.19	G14H	11.48
A5H	5.34	A10	7.78	A16H	17.95	B6	2.68	G7H	6.04	G18	10.50
A6	4.39	A10H	11.22	B1	1.33	B6H	4.34	G9	4.96	G18H	15.15
A6H	6.61	A12	9.44	B1H	1.93	G4	2.52	G9H	7.36	G22	12.35
A7	5.07	A12H	13.80	B2	1.07	G4H	3.42	G11	6.03	G22H	17.93
										N2	.31



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